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SHOW SPECIAL**



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**WONDER HULL**  
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## WELCOME

To Europe's best motor boat magazine

The Düsseldorf Boat Show is always a good place to take the temperature of the European boat market. With 17 different halls rammed to the rafters with boats and kit from all over the globe, it's a pretty good indicator of what's going on out there.

Most years there are a handful of major new boat launches from the big European brands and a smattering of weird and wonderful exotica from smaller yards rarely seen outside of their home markets. Taken together they usually add up to around seven pages of new boat reports.

Based on this average, I set aside the usual number of pages for this issue and jumped on the flight. By the end of the day it was clear I had grossly underestimated the quantity of new launches at the show. I counted 20 properly exciting new boats before I'd even got to the sportsboat hall. The Dutch steel section alone could have filled the seven pages.

I've done my best to pack as many of these new craft as possible into this month's show report but the rest will have to wait until next month. Even then I haven't been able to include half of the photos or detail I wanted to. So can I humbly suggest you log on to mby.com where you will find more comprehensive galleries and video reports on most of them.

My favourite boat at the show? It has to be the Axopar 28. Fast, funky, smartly fitted out and surprisingly affordable, it's everything I'd want from a sportsboat and then some. Which might just explain why we're planning a group test of the Axopar and its three closest rivals next month!

*Hugo Andrae*

*"I counted 20 properly exciting new launches at the show before I'd even got to the sportsboat hall"*



## THE BEST VIDEOS WITH THIS ISSUE



## SUNSEEKER PREDATOR 57

Watch those funky folding doors in action and see how they transform the driving experience as Jack puts the hammers down on Britain's new star.



mby.com/pr57



**SAGA 365** Nick Burnham gets to grips with this practical new coupe in its home cruising waters of Norway and finds a boat that's perfectly suited to British weather conditions.



mby.com/sag



## DÜSSELDORF NEW BOATS

Hugo takes you on a virtual tour of all the best new boat launches, including the Sealine C330, Bénéteau MC6, Nimbus 305, Marex 375 and more.



mby.com/videos



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Words: Nick Burnham

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- Economy
- Practicality and space
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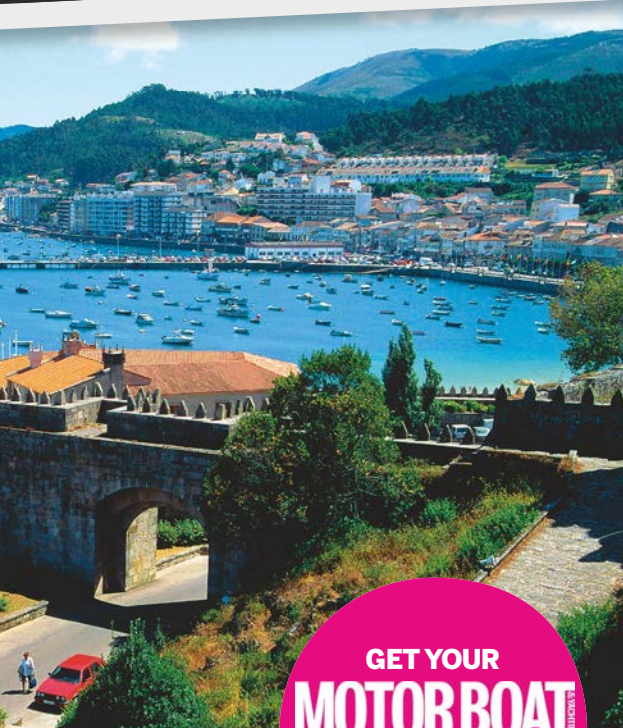
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# BIGPICTURE

*The image that really rocked our boat this month*





# Beware: low flying object

*Amphibious boat takes to the air*

We knew the Sealegs amphibious RIB was equally at home on both land and water but this is the first time we've seen one looking quite so comfortable in the air. The photograph was sent to us by Mallorcan boat brokers Easyboat, who reckon they've got the only one for sale in the Balearics, but something tells us this shot wasn't taken in the Med!







## Churchill flotilla rides again

*London comes to a standstill to mark the 50th anniversary*

Arguably the most poignant boating spectacle of the 1960s was recreated in London recently, as the Winston Churchill funeral flotilla took to the Thames once again.

Led by MV *Havengore*, the hydrographic survey launch which carried Churchill's coffin in 1965, the five-knot procession marked 50 years since the death of Britain's great wartime prime minister and 60 years since his final resignation.

Crowds flocked to the banks of the Thames to pay their respects, as the procession carried a commemorative wreath from the Chapel Royal of St Peter in the Tower of London to Westminster Pier. The overcast and chilly conditions on the riverbank only added to the sombre atmosphere.

Guests on board *Havengore* included the Royal Hospital School Guard and British Army personnel involved in the recent conflicts in Afghanistan and Iraq. The ceremonial boat crew was made up from members of the Company of Watermen and Lightermen.

A number of musical tributes, including Rule Britannia, the National Anthem and the Last Post, were performed by a pair of Scottish bagpipe players from the London Scottish Regiment, as a reference to Churchill's role as commander of the 6th Battalion of the Royal Scots Fusiliers during World War One.

Vessels from the Port of London Authority, Trinity House, the River Police, and the RNLI joined the flotilla, and the procession came to an end with a ceremonial laying of a wreath in the waters of the Thames.

Built by the Tough Brothers of Teddington in 1954 for the Port of London Authority, *Havengore* is a suitably historic vessel to star in such a prestigious flotilla. Named after Havengore Island in Essex, she was the first survey vessel in the UK to use a

### CAPITAL SALUTES

#### London landmarks acknowledge Churchill procession

Landmarks along the Thames paid tribute in their own unique way.

*Havengore* set off from her berth in St Katherine Docks and was moored alongside HMS *President* while its special guests boarded the historic survey vessel.

Tower Bridge was raised to let the procession pass through, echoing the dockside cranes that dipped their arms in tribute when the original procession passed by in January 1965.

Further upstream, HMS *Belfast* and HQS *Wellington* saluted as the commemorative flotilla cruised upstream to Westminster Pier.

computer to store data, and still holds the record as the longest-serving member of the Port of London Authority fleet, remaining in service until 1995.

Key features on board include an English oak and teak hull, brass and stainless steel deck fittings, a pitch pine rubbing band, and a teak superstructure. Power comes from a pair of rebuilt Gardner 8L3 engines, while her twin counter-rotating props and underwater gear were designed by the National Geophysical Laboratory.

After being taken out of service, *Havengore* was left to deteriorate on a buoy in Gravesend for two years. When businessmen Owen Palmer and Chris Ryland stepped in to rescue her in 1997 they found grass growing through the deck and rotting oak beams. Following a multi-million pound restoration job she was MCA certified as a 40-person passenger vessel in 2007 and moved to London's St Katharine Docks in 2009.

Chris, who remembers watching the original procession as a 16-year-old schoolboy, said: "I feel this is a fitting tribute to a revered statesman, and I am thrilled to know *Havengore* will once again be seen by so many people both here and around the world."



Lieutenant Colonel Anthony Mather, lead funeral bearer at Churchill's funeral



Red-uniformed Company of Watermen and Lightermen accompany a Scottish piper



MV *Havengore* passes under Millennium Bridge and in front of St Paul's Cathedral



Anthony Mather and Barry de Morgan lay the wreath outside the Houses of Parliament



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# Fairline in dealer shake-up

## Eleven-year agreement ends

Fairline Boats and its biggest dealer Boats.co.uk are parting company. After 11 years of successfully working together to promote and sell new Fairlines both parties have decided to go their separate ways.

Stuart McCullough, commercial director of Fairline, said: "We have not been in any rush to make changes, but the end of our current dealer agreement seems like a natural break point. Boats.co.uk will continue to sell and take forward orders for the Fairline range up to April 23 and will have our full support in delivering and maintaining all of the boats that they order."

James Barke, managing director of Boats.co.uk, added: "We and Fairline remain the best of friends and we will continue to support the dealer network and our customers in the same way we always have."

To ensure continuity Fairline will take over Boats.co.uk's former Fairline Southampton site in Swanwick while it looks to appoint a new South Coast dealer. It will use the site to set up a new arm of the company called Fairline GB, which will manage



As of April 23, Fairline will sell new models through dealers supervised by a new arm of the company, Fairline GB

*"We and Fairline remain the best of friends and we will continue to support the dealer network"*

Fairline's network of dealers. It does not plan to sell direct to customers.

Boats.co.uk will also be setting up a new South Coast base at Salterns Marina in Poole. It has not yet announced which boat brands it will be representing but we understand that a number of approaches have already been made. In the meantime it will continue to support existing Fairline customers as well as sell used boats of all different brands.

The news comes at a busy time for

Fairline, with the Oundle manufacturer set to launch eight new models in the next three years, including the Fairline Shadow S, Targa 53 and Squadron 53.

Going forward Fairline's UK dealer network, under the supervision of Fairline GB, will include Fairline Chertsey, Fairline Channel Islands, Fairline Eastbourne and Fairline North Wales.

Fairline's standard one-year factory warranty will be unaffected by the changes to the dealer network.

# Greenline back from brink

## Future of hybrid range assured despite UK dealer returning deposits

The Slovenian firm behind Greenline Yachts has claimed its future is secure after an uncertain few months.

Last month a Slovenian court submitted an insolvency petition on behalf of Seaway Yachts, which builds the hybrid range.

However, founder Japoc Jakopin

told MBY: "Greenline will continue, I have no doubt about that. The boats will be delivered."

At the time of going to press, Seaway was putting together a restructuring plan to ensure production of the range continues.

Greenline models have been

imported into the UK by Inspiration Marine, but broker Peter Thomas told MBY that he has returned his customers' deposits after Seaway failed to confirm delivery dates.

"We are aware that they have had difficulties, but we have not given up on the product and we await further developments with interest," Thomas added.

Born of the J&J Design Studio in 1983, Seaway has been involved in the design of more than 65,000 craft for various different yards.

Seaway launched Greenline Yachts in 2010 as "the first true hybrid yacht". Upwards of 300 Greenlines have been built to date of which an estimated six are in the UK.



## FULLTANK



### GAVIO BUYS BERTRAM

Italian firm Gavio Group has bought Bertram Yachts from Ferretti Group, a move that should see the American brand expand.

The acquisition is due to be completed by March 31. The Bertram range comprises fast fishing yachts from 54ft to 80ft. Other brands in the Gavio Group include Cantieri Cerri and Baglietto.



### PENTON HOOK RANGE GROWS

Thames-based brokerage Penton Hook Marine Sales will be the new south of England dealer for Four Winns – the American boat manufacturer bought by the Bénéteau Group last June. The first model to arrive at the broker's Chertsey office will be the entry-level Four Winns Horizon 180 (pictured).



## EMPTYTANK



### MARINA FIRE DESTROYS YACHT

American manufacturer Hinckley has been left "pretty shaken" after a marina fire destroyed one of its newest models. The Hinckley T34 was in the middle of three days of sea trials when the fire broke out at Dysart's Great Harbour Marina in Maine last month. It had an estimated retail price of \$600,000 (£400,000).



### DÜSSELDORF NUMBERS DROP

The 2015 Düsseldorf Boat Show saw a 3% drop in visitor numbers. Despite the decline, Europe's largest boat show still attracted 240,200 show goers and 1,741 exhibitors from 57 countries.







Lake Windermere is set for an influx of boats from March 20-22

# Windermere shows off

*The first annual Windermere Boat Show will feature the likes of Sealine and Haines*

Windermere is due to host its first ever boat show next month, with models from the likes of Sealine, Jeanneau, Haines and Four Winns on display from March 20-22.

Run by local brokerage Shepherds Marine, the three-day event will be free to attend from 10am to 6pm on each of the three days.

In the first of what is hoped to be a series of annual events, the organisers

have brought together a wide range of vessels, from Jeanneau sailboats to the Haines 32. But the star of the show is likely to be the new Sealine F380, which won a 2015 Motor Boat Award in the Flybridge up to 55ft category.

Windermere is England's largest natural lake, but boats have been subject to a 10mph speed limit since 2005. Jason Dearden, managing director at Shepherds Marine and

Windermere Marina Village, said: "Despite the speed limit on Windermere, there is a thriving boating community here in the Lake District and this is a great opportunity to take a look at a selection of both sail and power boats."

Windermere Marina Village is the largest inland marina in the North West, with 400 berths measuring up to 50ft long.

## Hoegh Osaka returns to port

*Stricken car carrier docks*

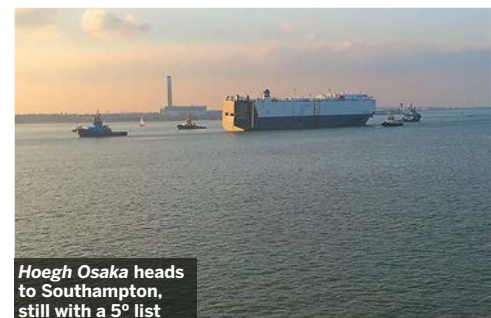
MV *Hoegh Osaka* has successfully returned to the Port of Southampton, after salvage firm Svitzer completed its 19-day mission.

The 51,000-tonne car carrier, which was deliberately run aground on Bramble Bank on January 3, was escorted by four tugs on a three-hour journey from its holding position.

Despite salvagers pumping 3,000 tonnes of water out of the repaired hull, the vessel still had a 5° list to starboard on its return voyage.

The car carrier was moored at Berth 101 while investigators from the Marine Accident Investigation Branch continued to gather information for the official report.

It is still unclear what will happen to the cars and heavy machinery on board, which are estimated to be worth £60m.



Hoegh Osaka heads to Southampton, still with a 5° list

## THE MONTH IN NUMBERS

£69,000

The price fetched by the 1967 Riva Junior that was auctioned off at the London Boat Show. Ferretti dealer Ventura received seven sealed bids for the classic dayboat.

50 years

The number of years since Princess launched its first model, Project 31. Additions to the V-Class, S-Class and Flybridge ranges have been hinted at to mark the occasion.

£250,000

The amount being spent on the renovation of Sutton Harbour's lock gates. The two-week project will restrict harbour access from March 2-7 and March 9-14.

## Venture Cup postponed

*Substantial Irish backing prompts 12-month delay until 2016*

The 2015 Venture Cup has been called off, with organisers opting to delay the event for 12 months.

The decision was made after talks in Dublin with a significant Irish backer. As a result, the 2016 Venture Cup will be held entirely within the Republic of Ireland and Northern Ireland.

Organiser Aidan Foley explained that this delay will allow the event to be fully funded, so competitors will not need to pay an entry fee.

"This change is being driven by our partners. They believe that a truly historic event is there to be delivered," said Foley.

With the cancellation of the 2014 Venture Cup in mind, the organisers are taking their time with the next incarnation of the race.

To reassure potential teams, full approval from the Irish Sailing Association and UIM National Authority is expected to be in place from June.

This will be followed up by a full public launch and publicity campaign. The organisers aim to secure worldwide television coverage and attract an audience of close to 1 million spectators at three venues across Ireland.

Aware that there might be a fair amount of scepticism after last year's cancellation, Aidan added: "This event is 100% going to run – there are simply too many partners, already fully on board for it to fail in any way."

Should everything go according to plan it will run from June 12-19, 2016.



Photo: Venture 14 teams

Tally Ho pictured as part of the 2014 Venture Cup





Mayflower Marina and its backdrop of Royal William Yard in Plymouth



Charles Bush receiving the award

# Gold star for Mayflower

*Mayflower Marina scoops marina of the year award for second year in a row*

Plymouth's Mayflower Marina has retained its title as the top coastal marina in the UK.

The independent marina picked up the accolade for the second year in a row as part of a ceremony at the London Boat Show.

Charles Bush, managing director of Mayflower Marina, said: "It is a particularly special achievement because the outcome is determined by customer nomination and in our business there can be no greater accolade than this."

The awards, organised by The Yacht Harbour Association (TYHA), are open to all 61 UK coastal marinas that participate in the Gold Anchor ratings scheme. And TYHA added that its new online voting system led to a

huge increase in the number of votes cast for the 2015 awards.

Jon White, general manager of TYHA, said: "The increased competition makes Mayflower's achievement even more impressive, the team clearly know how to look after their customers."

Mayflower Marina is a 400-berth facility with the maximum TYHA rating of five Gold Anchors. Operated by Sailport PLC, the marina overlooks the Royal William Yard in Plymouth and can accommodate vessels measuring up to 72ft (20m).

Other category winners at the TYHA Marina of the Year Awards included Newcastle City Marina, which took the accolade for best marina under 250 berths, and Overwater Marina in Cheshire, which was named inland marina of the year.

In the overseas categories, Marina de Vilamoura in Portugal was named international marina of the year, while Porto Montenegro picked up the gong for superyacht marina of the year. Honourable mentions went to Royal Quays Marina, Southampton Town Quay Marina and Caen Hill Marina.

*"The increased competition makes Mayflower Marina's achievement all the more impressive"*

## TOPDEALS

To encourage boat owners to start the season early, **COWES YACHT HAVEN** is offering two consecutive nights' berthing for the price of one until the end of March. **SALTERNS MARINA** is offering at least £1,000 off when you recommend a friend before the end of March, and finally **CLIPPER MARINE** is offering free cut and polish, four-months' Sea Start, new anodes and re-antifouling on all used boats bought before March 31, as part of its Shield promotion.



## TOPEVENTS

The Easter weekend kicks off on April 3 with the **SOUTHSEA MARINA FISHING SHOW**. The free event will feature new and used boats, a barbecue and a boat jumble. Speaking of which, the **BEAULIEU BOAT JUMBLE** will be returning on April 26. Tickets cost £8.70 per adult and include entry to the nearby National Motor Museum. April also sees the launch of the **LONDON YACHT, JET AND PRESTIGE CAR SHOW**, which will feature the likes of Princess, Ferretti and Benetti at Old Billingsgate (pictured below) from April 8-10.



Photo: LIDIA BERSANI

## WHAT WERE THEY THINKING?

**MONACO:** Lidia Bersani has unveiled plans for the world's first superyacht designed for women, complete with gold, fur, crystals, onyx and gemstones.

## Free Wi-Fi at Falmouth

*Premier Marinas rolls out new berth-holder benefit*

Premier Marinas has announced that Wi-Fi will be installed at its Falmouth base.

The 347-berth marina in Cornwall will operate a two-tier system, with all berth-holders automatically getting four hours free Wi-Fi access per day on one device.

Those looking to spend more time online can choose the paid-for service

'Premier Wi-Fi Plus', which gives unlimited access for up to three devices at a time.

Usernames and passwords will be emailed out to all berth-holders when the new Wi-Fi system goes live.

Falmouth Marina is Premier Marinas' sixth largest site and offers berths for motor yachts measuring up to 66 metres in length.





Boats.co.uk's new scheme is designed to help customers take advantage of low EU prices



## Euro boat-buying service

*Essex-based dealership launches European used boat-buying scheme*

Boats.co.uk has launched a new boat-buying service that helps customers take advantage of attractive second-hand boat prices in Europe without the associated risk.

Under the new service, buyers locate the boat of their choice on the internet then pay a nonrefundable fee of £1,000 for one of Boats.co.uk's local affiliated agents to inspect the boat and take photos and video of it. They

will also carry out a background check on the boat's paperwork to find out if it is under finance and whether VAT has been paid.

This can be repeated on another boat before the buyer decides whether to go ahead with the deal. The service is available in France, Italy, Spain, Greece, Portugal and Croatia. Should the purchase go through, Boats.co.uk will charge a final buying

fee of 10% (plus VAT) of the sales price. In practice this would mean a total fee of €12,000 (minus the nonrefundable £1,000 deposit) on a €100,000 boat.

James Barke, managing director of Boats.co.uk, claims that this scheme, which is believed to be unique in the UK, unlocks a wide range of boats that are currently being offered for lower asking prices in the Med.

"At the moment, you can find Princess, Sunseeker and Fairline models available for around 30% less than they would cost in the UK. With a weak euro and a weak European market, it's the perfect storm," he added.

*One of boats.co.uk's local agents will inspect the boat and take photos and video of it*

## Aussie firm to build trimaran

*McConaghy branches out*

McConaghy Boats has announced that it will be developing a 60ft trimaran based on a design from BMT.

The Tri60, as it will be known, was shortlisted for Best Yacht Concept up to 40m at the International Yacht & Aviation Awards 2015, and now it is set to become more than just a drawing.

McConaghy Boats, which has facilities in both Australia and China, says that the Tri60 will be powered by twin 475hp engines fitted to waterjets to allow for easy close-quarters manoeuvring. Combining this set-up with a triple-hulled design should mean a top speed in excess of 30 knots. What's more, the Tri60 promises a 30% reduction in fuel consumption when compared to a monohull planing at 25 knots. The sponsors will also offer extra storage space for items such as fenders, deck furniture and water toys.



The Tri60 design was created by BMT Asia Pacific

## IT COULD ONLY HAPPEN IN... USA



### YACHT CAUSES TRAFFIC JAM

Pity this poor yacht transporter which got stuck in the snow just one mile from the end of a 300-mile journey to the Boston Exhibition Centre for the New England Boat Show. As eyewitness Erin Callahan put it: "Only in Massachusetts will you see a yacht stuck in the middle of three feet of snow." You took the words right out of our mouths, Erin.

## Guitar hero puts his yacht up for sale

*Dick Dale to sell flagship cruiser named after his biggest hit Misirlou*

Dick Dale, the West Coast surf rock icon who discovered Jimi Hendrix, is selling his 62ft Pacemaker motor yacht.

Dick is probably best known for the song *Misirlou* (which was used as the theme music for *Pulp Fiction*) and he has named his yacht after the tune.

Talking to MBY, Dick described the flybridge cruiser as, "the last of its generation", due to its wooden interiors and genuine sea-going credentials. Built in New Jersey in 1978, *Misirlou* has been as far south as Panama and as far north as the Arctic Circle. The previous owner fitted a watermaker, which he used to convert glacier melt into drinking water during an expedition to Alaska.

But with his love of surfer culture, Dick has mainly cruised her closer to his home marina at Newport Beach, California. And as you might expect, the

generators have been upgraded to twin 2.5kW units, to allow the electrical system to cope with Dick's vast collection of high-powered amplifiers.

The layout features three cabins, all with their own ensuite, a separate saloon and dinette, and a full-height

American fridge/freezer in the galley. Dick estimates that an equivalent new boat would cost at least \$1m, but he is asking just \$225,000 for *Misirlou*. That's less than £150,000 in UK money, although the price doesn't include delivery.

**Misirlou is up for sale through DickDale.com**



Photo: LANA DALE



# MCY 70

Would you expect anything less  
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[www.montecarloyachts.it](http://www.montecarloyachts.it)



MCY 86



MCY 76



MCY 65



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# The truth about Carbon monoxide alarms

*A recent MAIB report into two deaths on board a 28ft motor boat has raised some difficult questions*

## Why are CO detectors in the news?

The Marine Accident Investigation Branch (MAIB) recently published its report into the death of two people on board *Arniston*, a Bayliner 285 moored on Windermere. On the afternoon of April 1, 2013, Kelly Webster, 36, and her 10-year-old daughter Lauren Thornton, were overcome by carbon monoxide when sleeping in the mid cabin. The MAIB report concluded that the build-up of poisonous fumes was caused by a portable generator in the engine bay that was not intended for use in a confined space.

Matthew Eteson, the boat's owner and Kelly's partner, nearly died in the accident too. He was a qualified pipe fitter who had built a makeshift exhaust system to vent the toxic fumes from the generator out of the engine bay. The report found that when the generator's exhaust temperature reached 260°C, the solder used to connect a silencer to the exhaust and through-hull fitting melted. The fumes started venting into the engine bay and gradually leaked through the bulkhead into the mid cabin. Ironically, the boat was fitted with two CO detectors to comply with US regulations but at some point had been disconnected from the power supply. The report added that a CO detector could have alerted the boat's crew to dangerous CO levels within three minutes, whereas it took up to two hours for the build-up to become fatal.

## How can I spot a CO leak?

Carbon monoxide is colourless, odourless and almost impossible to detect by human sense alone. Without a CO detector, the only way of knowing there is a leak is if your crew start to experience symptoms such as nausea, headaches and breathing difficulties.

Speaking after the publication of the MAIB report, Graham Watts, manager of the Boat Safety Scheme (BSS),



**Arniston, moored on Lake Windermere. Its CO detectors had been disconnected**

*"If CO starts to leach into a cabin, crew members can succumb before they realise there is a problem"*

warned of the risks: "CO has taken the lives of boaters even in moderate concentrations. If it starts to leach into a cabin, crew members can succumb before they realise there is a problem. I believe there's a gap in the approach of the marine industry and this is a call to action to better support carbon monoxide safety on boats. We owe it to everybody affected to intensify our efforts to get the message out."

## How big is the risk?

The growing use of electrical cookers instead of gas appliances in the galleys of motor boats has reduced the chances of a fatal CO leak. Nonetheless, CO poisoning is a cause for concern – the MAIB has recorded 30 boat-related CO fatalities in the past 20 years, ten of which were due to the use of a portable generator.

The MAIB report into the Windermere

accident concludes: "More needs to be done to raise the awareness of recreational boaters to the dangers of CO poisoning. A recommendation has been made to the Department for Business Innovation & Skills, which is intended to ensure that new recreational craft are fitted with CO alarms."

Responding to the report, the BSS said: "It would be helpful to see suitable CO alarms supplied with boats from new. It would send a strong message to owners about the importance of carbon monoxide safety."

## What does the law say?

Installation of CO alarms on new models has been mandatory in the US boating industry since 2001 and in the UK caravan industry since 2011, but there is currently no legal requirement for British boats to be fitted with a CO detector under the EU's Recreational Craft Directive (RCD).

The RCD has recently been reviewed and the revised version is due to come into force in January 2016. We understand that there will be some requirement to protect occupants from toxic gasses and provide ventilation for appliances in cabins that are producing CO. However, it does not include a direct requirement to fit CO detectors.

Udo Kleinitz, head of the technical department at the BMF, explains that the *Arniston* incident arose too late to affect the legislation, which was finalised in early 2013. Nonetheless, the debate is far from over.

"The BMF is currently in discussions over its CO protection policy," Kleinitz adds. "But with no mandatory boat certification in place we cannot simply repeat the scheme in place in America as this would potentially generate a conflict with the RCD."

"We will do our outmost to protect boaters and ensure boats are as safe as possible. As such, we welcome the lead claimed by the BSS to take CO awareness to action." **MBY**

## Should carbon monoxide alarms be mandatory?

### FOR

- CO detectors save lives by alerting boaters to toxic gas leaks
- Units can cost less than £600 to buy and install
- The US boat industry made them mandatory 14 years ago

### AGAINST

- False alarms can become an irritant
- New legislation is likely to be a slow process
- Educating boaters is quicker than changing the law





# WINDY 39 CAMIRA

"THE BEST HANDLING 40' SPORTS CRUISER IN PRODUCTION"

Reviewed by Motor Boat & Yachting



NOMINATED 2015



\*New sun-pad cockpit version available for 2015

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# NEW BOATS FROM DUSSELDORF

The hottest new launches from Europe's biggest boat show



Tall windows, sunroof and side door transform the saloon

## HIGHLIGHTS

- Ideal for all climates
- Side door by helm
- Two good cabins



C330 shares a hull with the S330 but has a character all of its own

SEE THE VIDEO



mb.com/c330

## Sealine C330

The computer renderings displayed at the London Boat Show didn't do the C330 justice. On the screen it looked like a slightly dumpy version of the S330 with cockpit doors at the back but in the flesh it's a better looking and much more impressive craft. Crucially, it also feels like a completely different boat to the S330 with a character and style all of its own.

The danger of trying to squeeze both an outside cockpit and an enclosed saloon into a 30ft boat is that you end up with two cramped, compromised spaces separated by a wall of glass. Sealine has got round this by using bi-fold doors and a lifting window over the aft galley that swings up out of the way, Ferretti-style. The lack of any physical or visual barrier between the inside and outside spaces means they become one big entertaining area. Flip open the folding teak work surface next to the galley and you even have a little bar area where you can sip your drinks or plate up food without worrying about your dripping wet swimwear.

The cockpit is deep and well protected from sun and spray (it has the same sliding awning as the S330) with a good spread of

seating and easy access to the starboard side deck with its tall bulwarks and plentiful grabrails.

The saloon enjoys impressive views out thanks to the full height side windows on both sides. But it's the side door next to the helm that's the real joy. Not only is it perfectly placed for nipping out to secure the midships cleat when cruising solo but the feeling of skimming along at 25 knots with the door and sunroof wide open will be hard to beat.

The master cabin in the bow is matched by a good-sized guest cabin to port with plenty of standing room by the entrance and a convertible twin/double bed stretching under the cockpit. The single wet room doesn't have a separate toilet or shower stall but there is plenty of room to move with teak grating on the floor to help the water drain away.

Smart, practical, safe and spacious with the ability to work equally well in hot or cold climates, this looks bang on

the money for family boat owners regardless of whether they keep their craft in the UK or the Med.

**Contact:** See website for dealers.  
Web: [www.sealine.com](http://www.sealine.com)

## AT A GLANCE

**Price** from £180,000 inc UK VAT  
**Length** 33ft 10in (10.31m)  
**Beam** 11ft 6in (3.5m)  
**Engines** Single 330hp Volvo D6 or Twin 170-220hp Volvo D3  
**Top speed** 29-34 knots

Bi-fold doors and lifting window link the cockpit with the saloon



Forward cabin is impressively spacious for a 33-footer



Guest cabin can be made up with two singles or a double berth







Words by  
Hugo Andreae  
Email: mby@timeinc.com

# Monte Carlo 6

Perhaps the biggest compliment we can pay to this boat is that we kept forgetting it was a Bénéteau rather than one of its even more upmarket Monte Carlo Yachts. The size, the quality, the detailing and the depth of thought that has gone into every aspect of this boat's design make it feel far more special than the MC5.

Take the foredeck, for example. This flat expanse of beautifully laid teak bejewelled with sparkling stainless steel cleats and anchoring gear looks special enough as it is, but press a button and the teak panels magically transform themselves into a pair of elegant sunloungers (see the video). Twist the two flush-fitted caps either side of them and two LED pillars rise out of the deck to provide a little mood lighting. And you can even rig up a Bedouin-style sunshade using the carbon fibre poles and canopy which slot into specially prepared bases.

At the opposite end of the boat, the cockpit is equally well thought out with an immensely solid teak table surrounded by freestanding chairs

shaded by an electrically extending screen. The cockpit and aft galley are all on one level with teak on the floor throughout and bi-fold doors, which push aside so that you can pad into the galley with wet feet to grab yourself a beer from one of the many fridge drawers. Even here the Travertine work surfaces, foldout designer taps and built-in wine cooler add sophistication.

A small step up separates the galley from the plush carpeted sitting and dining areas of the saloon with its imposing central helm position dominated by an enormous optional leather captain's chair complete with a built-in trackerball and joystick on each arm. There's even a fold-out panel for the Volvo ignition switches, deemed too ugly to be on permanent display!

The flybridge is immense by 60ft standards with a massive chunk of rainforest and polished steel to sit around opposite an outside galley (the term wet-bar doesn't suffice). The helm and nav bench enjoy superb views

One of the best flybridges we've ever seen on a 60-footer



## HIGHLIGHTS

- Massive flybridge
- Pod drives
- Exquisite detailing

forward and the protection of a T-Top with electric sunroof overhead, while the sunbed aft is surrounded on all sides by deep, padded coamings to keep the breeze at bay.

Each of the three double cabins has its own bathroom while the master has the added comfort of separate shower and toilet compartments as well as that spectacular round hull window. Attractive recessed lighting and a rich mix of hand-stitched leather, textured fabrics and deep-grained wood create

an ambience of contemporary luxury that few can match. This is the best MC yet and a real threat to the dominant British and Italian brands.

**Contact:** See website for dealers.  
**Web:** [www.montecarloyachts.it](http://www.montecarloyachts.it)

## AT A GLANCE

**Price from** €1.1million ex tax  
**Length** 59ft 11in (18.25m)  
**Beam** 16ft 1in (4.91m)  
**Engines** Twin 600hp Cummins QSC8.3 Zeus  
**Top speed** 29 knots

Teak flooring extends into the galley so wet feet aren't an issue



Flybridge hard top and cockpit overhang shelter outside spaces



Owner's suite has separate toilet and shower compartments



Scissor-action berths add flexibility to forward VIP



SEE THE VIDEO



[mby.com/mc6](http://mby.com/mc6)

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MC 6 WORLD PREMIERE

WELCOME TO THE  
MONTE CARLO WORLD



## SEE THE VIDEO



mby.com/m375

# Marex 375

Marex has come up with so many clever ideas for the 375 that it

should put its minds to designing solutions for the home as well. Our personal favourites are the cockpit canopies, which live in slender concealed lockers either side of the sliding glass doors and draw around each side of the cockpit coamings to meet in the middle like the curtains of a bay window.

Hidden lockers are a recurring theme on the 375 with a handy aft-facing bench locker on the transom, a separate fender locker in the bathing platform and two more fender lockers with concealed cleats in each side deck, so you can keep them ready rigged to chuck over the sides when needed.

The aft galley is equally well endowed with drawers, fiddled shelves and lockers while the dinette opposite has a pair of stools suspended from the table legs which pull out to seat extra guests.

The doors to both cabins are wider than normal with frosted glass inserts to let in light. The master cabin is overflowing with storage but it was the mid-cabin's vast 2m x 2m floor-level bed that really blew us away. Neither cabin enjoys ensuite access to the bathroom but it is very spacious.

Clever, classy and with more hidden features than a Swiss Army knife, this is a very appealing all-weather cruiser.

**Contact:** Wessex Marine. Tel: 01202 700702 Web: www.marex.no

## AT A GLANCE

**Price from** £282,000 inc UK VAT

**Length** 39ft 4in (11.99m)

**Beam** 11ft 8in (3.55m)

**Engines** Single 435hp Volvo D6 or twin 260-300hp D4 stern or shaftdrive **Top speed** 25-34 knots



Side deck fender lockers (shown open below) are a stroke of genius

## HIGHLIGHTS

- Clever detailing
- Sterndrives or shafts
- Classy style and build



Swing out stools and reversible nav bench add dining capacity



Huge floor-level double berth in the guest cabin



## SEE THE VIDEO



mby.com/305c

# Nimbus 305 Coupé

This is the very definition of a small but perfectly

formed coupé, with plenty of freeboard, a well protected cockpit, 18in bulwarks along the extra wide starboard side deck and even a little side door adjacent to the helm.

The saloon is just as you'd expect of a Nimbus with a clever reversible nav bench that flips to make up one side of the four-person dinette and a compact galley to starboard with soft close drawers and more fiddles than an Irish folk band. Two long strips of fixed glazing overhead and a pair of sliding hatches supplement the opening side window and door to ensure a good flow of air and light into the wheelhouse.

The separate master cabin has an odd-shaped double bed angled across the bow of the boat to create more floor space at the entrance, although anyone over 5ft 10in tall will brush their heads on the deckhead lining. The guest double is in a curtained off area under the cockpit. The heads is bright and clean but with doors that open out rather than in, you do have to shuffle around a bit to get in and out.

The solitary D3 engine won't be leaving any scorch marks in its wake but should be quiet and economical with a hull that is designed to cruise at any speed from 5-22 knots and at just enough pace to satisfy ex-sailors. But perhaps the biggest surprise about the

Nimbus 305 Coupé is the price. We were expecting it to begin with a two but thanks to careful cost management and modest power options it starts at a very reasonable £149,000 inc VAT.

**Contact:** Offshore Powerboats. Tel: +44 (0)1590 677955 Web: www.nimbus.se

## HIGHLIGHTS

- Great value pricing
- Single D3 engine
- Safe all-weather boating



The starboard side deck is wider than the port side and has access via a helm door

Compact but practical saloon and galley

Forward cabin has an offset berth

Curtain separates guest cabin



INVITATION

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Roomy lower saloon and galley



Beamy forward owner's cabin

#### HIGHLIGHTS

- Drop-down aft window
- 2 or 3 cabin layout
- IPS or sterndrive



Enclosed saloon feels more like an open cockpit

SEE THE VIDEO



mb.com/b450

## Bavaria Sport 450 Coupe

It took us a while to figure out what made this Coupe feel so different to any other and then the penny dropped – it doesn't have a separate external cockpit seating area, just a large rear-facing sunpad with room for a folded inflatable in the garage beneath, leading down to an enormous hydraulic bathing platform. Instead it has an electric drop-down window at the aft end of the saloon and an offset hinged glass door, which in conjunction with the sunroof

conspire to make the saloon feel almost as open and airy as a conventional cockpit. That's hardly surprising given that it shares much of its layout with the Open and Hard Top models.

We'd have preferred a full width raised navigator's bench to port rather than the shorter U-shaped number with a rear-facing chaise longue but it does create room for an impressively large guest cabin beneath. Bavaria's chief designer must be a basketball

player with a vampire phobia because once you've negotiated your way down the five steep steps to the lower saloon, there is enough light and headroom to practise your hoops, while the galley could stage the opening round of the Great British Bake Off.

All versions have a master suite forward with a choice of one or two more double cabins and a day heads amidships. The finish is a bit Germanic – functional rather than luxurious – but

it's a lot of boat for the money.

**Contact:** Clipper Marine.

Tel: +44 (0)2380 605060

Web: [www.bavaria-yachtbau.com](http://www.bavaria-yachtbau.com)

#### AT A GLANCE

**Price from** £339,200 inc UK VAT

**Length** 45ft 5in (13.83m)

**Beam** 14ft 6in (4.41m)

**Engines** Twin 400hp D6 or IPS600

**Top speed** tbc

#### HIGHLIGHTS

- Two cabins, two heads
- Azimut style and quality
- 35 knots on sterndrives



SEE THE VIDEO



mb.com/aa43

## Azimut Atlantis 43



Stylish interior matches Brit rivals



Sliding berths in guest cabin

Let's not beat around the bush here, this is the best Atlantis yet and a very real threat to the Sunseeker Portofino 40 and Princess V39. In fact, at over 45ft long, it's big enough to worry models from the next size up as well. The strange thing is that it looks remarkably sleek and sporty from the outside but feels uncharacteristically big on the inside – Italy's answer to the Tardis, perhaps?



The fit and finish also seems to have taken another step up. It now looks and feels like a proper Azimut with the solidity to match its designer looks.

We're not a big fan of the sunpad next to the helm – a Sunseeker-style raised navigator's bench would have been more useful – but the rest of the cockpit is bang on with a classy wet-bar opposite a large dinette and a garage as well as a hydraulic platform.

But it's the size and style of the two double cabins that will tempt buyers away from its smaller British rivals. Both have comfortable ensuite bathrooms, masses of natural light, good storage and effortless style. There is even room for a third single bed in the guest cabin, while the two generous singles push together to create an emperor-sized double. Interestingly, Azimut has opted for sterndrives over shafts or IPS but with a claimed top

speed of 35 knots, it's not short of pace.

**Contact:** Azimut Yachts London.

Tel: +44 (0)207 486877

Web: [www.azimutyachts.com](http://www.azimutyachts.com)

#### AT A GLANCE

**Price from** €432,000 inc 20% VAT

**Length** 45ft 5in (13.86m)

**Beam** 13ft 11in (4.25m)

**Engines** Twin 400hp Volvo D6

**Top Speed** 35 knots



# Steeler FF46

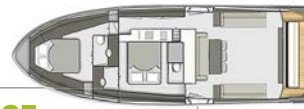
This unusual looking craft has just scooped the European Boat of the Year award for trawlers and for once the jury seems to have got it right. I can't vouch for its seakeeping ability but given that this steel version is likely to spend most of its time on inland waterways that's unlikely to be a problem. What I can vouch for is the astonishing feeling of space on board. That's because the designers have thrown out all the normal constraints, such as side decks

and companionways, and crammed as much internal volume as possible on to the single main deck level.

It may not be particularly pretty but it is effective, creating an open-plan saloon and galley area more akin to a fancy waterside apartment than a boat. It does mean that most of the fender and line duties have to be carried out from the upper deck, accessed via a set of stairs from the raised central wheelhouse, but it seems to work.

The other neat feature is the wheelhouse roof which lifts on hydraulic struts in sunny weather. The master ensuite in the bow is immense but with just one other modest guest cabin and day heads the FF46 doesn't actually sleep a huge number. The big surprise is that a twin-engined aluminium version is also on the way with a claimed top speed of 30 knots!

**Contact:** Bushnells. Tel: +44 (0)1189 402161 Web: [www.steeleryachts.com](http://www.steeleryachts.com)



## AT A GLANCE

**Price from** €659,500 inc 20% VAT  
**Length** 47ft 8in (14.52m)  
**Beam** 15ft 0in (4.58m)  
**Engines** Single Yanmar 160hp  
**Top speed** 10 knots

## HIGHLIGHTS

- Single-level living
- Incredible light and space
- 30-knot version to follow



SEE THE VIDEO



[mby.com/ff46](http://mby.com/ff46)



Open-plan saloon has the feel of an apartment



The master ensuite with huge headroom

# Aquanaut Andante 438 OC

Düsseldorf was so full of weird and wonderful Dutch steel boats that we began to wonder whether the designers had been spending a little too much time in Amsterdam's notorious coffee shops. It seems to have paid off though because the

Aquanaut Andante is a seriously good-looking boat. That long slender bow and sweep of curved wheelhouse windows lend it real presence and will look just as good out at sea as it will on the inland waterways. It even has a pair of spinning Rotorswing stabilisers to keep it on an even keel in the rough.

The interior may be more of an acquired taste, with its overtly modern high gloss black and white colour scheme but like most steel boats this can be customised to suit. What is nice is the sociable open-plan layout with a central galley and dining area next to the helm and a set of steps leading up to a mini flybridge with an aluminium

hardtop that clamps down over it when not in use.

The master cabin is in the bow with a rather low-ceilinged double guest cabin tucked under the wheelhouse, but the real surprise is the third double cabin

accessed through a hidden entrance at the aft end of the saloon. The only flaw in this arrangement is that all three cabins share the same bathroom, although the toilet and shower are at least in separate compartments. A

more conventional aft cabin version is available with double ensuite cabins at either end and a twin in the middle.

**Contact:** Bray Marine Sales.  
 Tel: +44 (0)1628 773177  
 Web: [www.aquanaut.nl](http://www.aquanaut.nl)



Central galley overlooks saloon

Forward owner's cabin

## HIGHLIGHTS

- 22 knots with IPS600
- Elegant steel looks
- 2 or 3 cabin layout



SEE THE VIDEO



[mby.com/438oc](http://mby.com/438oc)



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# Boarncruiser 1300 Elegance

The first of the Elegance range of aft cockpit and flybridge designs was so mobbed that by the time we got on board they'd already sold seven of them. It's not hard to see why; this is the best attempt yet to blend the style of a modern GRP craft with the robust build and seakeeping of a steel cruiser.

The tall side windows give excellent views out while the bi-fold cockpit doors, aft-galley layout and step-less main deck create a wonderful single-level living area. Both the interior and exterior design have a fresh, modern look that won't scare off traditional buyers and it's a very practical layout with three separate cabins in a short overall length and safe deck spaces.

Boarncruiser has a knack for elegant engineering solutions. The electric dinette table and sunroof glide more quickly and silently than on comparable craft. All the windows are double glazed and the cockpit doors have Venetian blinds encased between the glass. The rounded bow shape makes for a beamy forward master cabin and ensuite, with a single cabin to port and a twin to starboard sharing the guest heads.

**Contact:** De Boarnstream Motoryachts. Tel: +31 566 600828  
Web: [www.boarnstream.com](http://www.boarnstream.com)

## HIGHLIGHTS

- Coupe and flybridge versions
- Displacement or planing hulls
- Fresh styling inside and out



Sociable single level living area

SEE THE VIDEO



[mby.com/1300e](http://mby.com/1300e)

Steel build meets GRP style



## AT A GLANCE

**Price from** €495,600 inc 20% VAT  
**Length** 43ft 8in (13.30m)  
**Beam** 14ft 11in (4.55m)  
**Engines** Single 150hp Volvo D4 or twin IPS600  
**Top speed** 10-22 knots

Comfortable forward master



One of the two guest cabins



# Jetten 50 MPC-FLY

This is another attempt to combine the best elements of steel and GRP but Jetten has taken it one stage further by moulding a GRP flybridge on to a steel hull. Not only does this save 2 tonnes of weight where you least want it but it also makes it easier to create the complex curves that contribute to its contemporary exterior styling.

Don't be misled by those softly rounded looks, this is still 26 tonnes of premium Dutch steel with double glazed windows all round, single or twin diesels on shafts, a small keel and optional Rotorswing stabilisers giving it the seakeeping of a small island.

Most engine options only reach displacement speeds but if you can stomach the fuel bills the twin 380hp Cummins will push it (and a mighty bow wave) up to 16 knots. More relevant to most will be the 12 litres per hour fuel burn of the smaller twin engines at 7 knots and noise levels akin to the reading room of the Bodleian Library.

The three-cabin layout includes a full beam master with an offset double

berth, ensuite bathroom and a walk-in wardrobe, a generous VIP cabin forward and a clever third cabin with twin Pullman bunks that converts to an office when not on guest duty.

The abundance of natural light and views from all those hull and eye-level windows is particularly impressive for a steel craft and is repeated at main deck level courtesy of

those extra deep side windows.

The flybridge is the one area we feel still lags behind the best GRP craft with a ladder (rather than steps) leading up to it and a central helm position surrounded by a horseshoe of predominantly aft-facing seating. It's a sociable enough layout for passage-making or sunbathing but eating alfresco is best left for the spacious aft cockpit.

**Contact:** Jetten Yachting.  
Tel: +31 (0)515 560066  
Web: [www.jettenyachting.nl](http://www.jettenyachting.nl)

## AT A GLANCE

**Price from** €727,852 inc 20% VAT  
**Length** 48ft 11in (14.92m)  
**Beam** 16ft 0in (4.88m)  
**Engines** Twin 170-370hp diesel  
**Top speed** 10-16 knots



SEE THE VIDEO



[mby.com/50mpc](http://mby.com/50mpc)

## HIGHLIGHTS

- Solid steel hull
- Lots of light below decks
- Full beam owner's cabin

Side windows let in lots of light



Offset berth in master suite



GRP flybridge on a sturdy steel hull



# Jeanneau Leader 36

This is the size of craft which Jeanneau excels at; smaller and more affordable than the big three Brits but with modern styling, a spacious hull and a pair of diesel engines it's got everything most buyers are looking for.

In the cockpit there's room for a dinette with a reversible backrest on the aft bench that flips across to create a full length double sunpad. We're not convinced it has made the most of the space further forward, though, because neither the helm bench nor the navigator's chaise longue are quite wide enough for two forward-facing seats.

The real innovation happens below decks where the galley, lower saloon and forward double berth are all open-plan. But before you decry this as a backwards step, take a moment to clock the sliding doors between the dinette and galley. In the day time this can be left open to maximise the feeling of space but at night you can draw it across to create a private apartment with its own comfortable sitting area at the foot of the bed. The sliding

doors were a little loose and rattly on this prototype version but we're assured production models will have a sturdier mechanism.

The separate mid-cabin is just large enough for a pair of slender single berths that make up to a decent double. Storage space seemed a little tight in here but there are enough lockers elsewhere to absorb any overspill. With Bavaria and



## HIGHLIGHTS

- Innovative cabin layout
- Punchy D4 engines
- Sporty looks



Elan also working on similar-sized new models, this corner of the market is really hotting up.

**Contact:** See website for dealers.

Web: [www.jeanneau.com](http://www.jeanneau.com)

## AT A GLANCE

**Price from** £145,000 inc UK VAT  
**Length** 37ft 7in (9.84m)  
**Beam** 11ft 10in (3.62m)  
**Engines** Twin 260-300hp Volvo D4  
**Top speed** tbc

Teak table and cockpit wet-bar

SEE THE VIDEO



[mby.com/136](http://mby.com/136)

Sliding doors create private forward cabin

# Linssen 36 Sedan Deckbridge

The big news for Linssen was a brand new GS52.9, which we will report on in a future issue, but it was this smaller Deckbridge model that caught our eye. With its timeless styling and traditional cherry-wood interior, it felt like a mini Grand Banks.

The light bulb moment is the flybridge ladder up from the foredeck. With just two shallow steps and no space lost from either the cockpit or flybridge, it begs the question why nobody's thought of it before. With safe access to the foredeck through the side door by the helm it makes

perfect sense.

There's only one cabin with ensuite access to the separate shower and toilet stalls but the dinette in the saloon converts to a double for guests.

**Contact:** Boat Showrooms.

Tel: 01932 260260

Web: [www.linssenyachts.com](http://www.linssenyachts.com)

## AT A GLANCE

**Price from** €355,200 inc 20% VAT  
**Length** 36ft 5in (11.1m)  
**Beam** 11ft 4in (3.45m)  
**Engines** Single 75hp Volvo D2  
**Top speed** 8.2 knots



Access to the flybridge is via a short ladder from the foredeck

# Axopar 28

The latest creation from the founder of Paragon and XO looks like another game-changing sportsboat. With countless variations on a twin step hull including Open, T-top and Cabin designs, it's as flexible as it is fast.

Our pick of the range is the 28 OC, which has the sporty looks and seating set-up of the Open but also a surprisingly spacious cabin tucked under the sunpad. Even if you rarely sleep in it, it's a great storage space.

The bow area doubles as a forward cockpit with storage lockers under all the seats and a heads or storage compartment in the centre console.

The question everyone was asking was how on earth Axopar manages to build such a stylish and classily fitted out 28ft sportsboat for the money. We intend to find out with a group test of the Axopar and its three main rivals in next month's issue.

**Contact:** Offshore Powerboats.

Tel: +44 (0)1590 677955

Web: [www.axopar.fi](http://www.axopar.fi)

## AT A GLANCE

**Price from** €355,200 inc 20% VAT  
**Length** 28ft 3in (8.60m)  
**Beam** 9ft 4in (2.85m)  
**Engines** 150-300hp outboard  
**Top speed** 36-48 knots



The Axopar 28, a lot of boat for your money



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Edited by Hugo Andreae

## CONTACT MBY

Email [mby@timeinc.com](mailto:mby@timeinc.com)

Write Motor Boat & Yachting, 110 Southwark Street, London SE1 0SU

## Gripes come in threes

Your editorial contributors, as always, have delivered a great series of articles with feet firmly on the ground, but I have three gripes. I have searched and scanned the magazine but I give up. Where is the article covering four classy cruisers from £27,500 as featured on your March cover?

My other gripes aren't with you but the London boat show. Before attending the show, I stayed on my boat at St Katherine Docks and had an issue with my 32A shorepower lead. No problem, I thought, I can pick up a replacement at the show. The only stand displaying the product looked in horror when I asked to buy one: "No, no, no dear boy we don't bring them to the show, we are only the distributors, you will have to order it from our stockists." Great.

I also needed a couple of occasional folding teak tables for the aft deck – nowhere to be seen. And I'm still looking for a replacement kitchen sink for the galley (three years and counting). So I took my couple of thousand pounds home. On the other hand I did view some very nice conservatories, Land Rovers, hot tubs and a

Can you spot the classy cruiser from £27,500?



## STAR LETTER

WINS A BOTTLE OF PUSSEY'S RUM!

The official rum of the Royal Navy Association and the Royal Navy Sailor's Fund



couple of very nice boats.

Final gripe – does anyone else think that comedian Peter Kay must be writing the price list for the extras offered on some boats?

The latest offering from Sealine, the S330, has a door listed for £1,500! To the front cabin! Are the hinges made of platinum?

Colin Chamberlain



Jack and Chantal enjoy a belated busman's honeymoon on a Sea Ray in St Lucia



Dave Marsh auditions for a part in the new Hobbit movie on location in Iceland



Hugo does his best Daft Punk impression on a windsurfing simulator



MBY's attempts to form a new boy band fell flat but the fancy branded clothing from Slam was a hit

First things first; the March cover line 'Four Classy Cruisers from £27,500' referred to the article on p100 looking at four second-hand gentleman's motor launches priced from, you've guessed it, £27,500.

I can't answer for the London Boat Show about the lack of shorepower leads, teak tables and kitchen sinks, but it sounds like somebody's missing a trick here.

As for the options prices, you've got a point, although the S330's forward cabin option also includes a convertible double berth rather than the standard pair of singles. Even so, £1,500 seems a bit steep. **Hugo**

## Sunseeker steals the show

I went to the London boat show for the first time this year and had a brilliant experience. Every stand was staffed by people who, even when dealing with continuous questions from not-so-clever members of the public, were enthusiastic, welcoming and very friendly. In particular Sunseeker staff were absolutely great – they appreciate the fact that for some people this is probably the only time they will ever step foot on a 60-footer and were very welcoming and eager for you to come aboard.



The view from the Sunseeker at the show

## BEHIND THE SCENES

The shots the MBY team would rather you didn't see





**Blowing away the cobwebs** John Starmer and family nip past an historic tall ship on their way back from Ibiza, on board their Pearl 60, *Chloe Helena*

## YOUR PHOTO OF THE MONTH

Wins a hand-held Icom IC-M23 Buoyant VHF Marine Transceiver worth £165! Send your best photo to us at [mby@timeinc.com](mailto:mby@timeinc.com)



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However, I note with dismay that builders are continuing to include sharp edges and corners on their interior designs. Why builders do this in a boat that could be rolling around all over the place is beyond me. **Peter Dodds** *I'm with you on that. It should be possible to design contemporary interiors that don't rely on sharp corners in critical places. Hugo*

*We dare. And since you appear to be a Pedro fan (albeit a rather angry one) you might enjoy the article on p97 about a Pedro 950 priced at a very reasonable £29,950. It does look like an impressive amount of boat for the money but I'm not sure I'd agree that it has a better quality interior than a Nordhavn. Hugo*

### The marvellous Marlow

What an epic experience the Marlow to Moscow feature is, congratulations to Thomas Kittel and his wife. The March edition of *Motor Boat & Yachting* has captured it brilliantly. I am really looking forward to reading the next instalments. **Colin Wagstaff** *I couldn't agree more. Maximum respect to both of them for undertaking such an original and challenging cruise. The fact that he wrote it all in English even though he's a native German speaker makes it all the more impressive. Hugo*

### The tyranny of trawlers

Trawler yacht revolution (*MBY* January 2015)! More like just another bunch of floating gin palaces churned out by the thousand for the use of wine-swalling, lotus-eating hedonists, more concerned with going to restaurants and designer shops than actually cruising anywhere. All vastly overpriced and paid for with printed money that they did not work for.

The roughest any of them has seen anywhere, all their lives, is when the air-conditioning or mobile phone breaks down.

Print this if you dare! **R Adams** *PS A Pedro Donkey has a better quality interior than a Nordhavn etc. Steel, of course.*

## NEXT ISSUE...



Axopar 28 takes on its closest rivals

### ON SALE: APRIL 2

**Sportsboat megatest** Axopar's awesome new 28 faces up to the XO 250, Paragon Ranger 25 and Draco 27RS

**Tortoise or hare** Peter Cumberlidge looks at the pros and cons of two very different cruising styles

**River boat vs The Channel** One plucky reader tries to cross Europe's busiest shipping lane in a Sheerline 950

**Sportscruisers bargains** Four great second-hand sportscruisers from £49,950

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### FORUM CHAT

#### Is expensive boat wax worth the money?

**I'm happy to spend the money as long as it's good.**

**gigm says:** Some products might be a bit better than others, but if you haven't prepared and finished the gel properly, nothing is going to be very successful. 3M and Farecla are usually easily available and do a range of grades to work you up to a good finish. The wax is just a UV and protective sealant. I'll get water beading with 3M for maybe a month on the foredeck and seven to eight months on the sides. It's about £20 for 500ml and I reckon I'd use 250ml on a 35ft boat, so £10 a season for wax. When I hadn't prepared the gel properly, I'd maybe get half of that. So my tuppence worth would be to make sure you get the hull well polished and prepared, and don't be too fazed about the wax.

**rafiki\_ says:** I have used the Boatheen polish and wax in the past, but have converted to Silveryak wax polish, as recommended by Firefly625. It is brilliant stuff. Easy to apply and buff up.

**Firefly625:** Silveryak boat polish is great value for money. I have never spent a fortune on polish, so I have no idea if it is better than others, but at £11 a go, which will supposedly do a 36ft boat – yet actually does far more – it's what I would buy. It's listed on eBay under 'boat polish' rather than Silveryak.

**John39:** Is it a wax or a polish? I find the eBay description confusing. It says a wax and also talks of polishing? Perhaps I am too old and things have moved on, but a polish is a polish with some cutting ability to bring about a shine (albeit slight) and a wax is purely a protective layer over a polished surface.

**Marine Reflections:** After many years of use and trial and error, the two best value waxes on the market today IMO are 3M and Collinite's paste waxes. Both are around £20. But what affects the bigger picture on product choice is the what, when and why. Huge demands are placed on products that were simply not designed to be in a particular stage of a correctional process. Completely agree with gigm, the wax is just a cherry on top, not the cake.





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# CUMBERLIDGE ON CRUISING

**PETER CUMBERLIDGE:** *If the idea of a large purpose-built marina fills you with dismay, it's worth seeking out the secluded alternatives dotted around the country*

Some boat owners just seem to have a knack for finding attractive berths completely unlike parking-lot marinas. There's a good example near Dartmouth set in a different world. Although the shallow River Exe looks tricky, with quiet weather you can slide in easily an hour before high water. Exmouth Marina is just inside and a sinuous buoyed channel leads further inland.

Four miles up on the west shore is a large tidal lock with a pub alongside the entrance to the old Exeter ship canal. Above the lock is a peaceful stretch where all kinds of boats lie in beautiful open country, next to the river but floating safely above it. This magical spot has views over the upper estuary – a glittering expanse at high tide and a tangle of mudflats at low.

In winter many boats huddle beneath covers, but things are coming to life again with the lengthening days and warm spring sunshine. To be fair, this hideaway is not particularly convenient. The lock only opens

by arrangement and boats enter or leave in flotillas to share the cost. But this is a true connoisseur's berth for anyone who enjoys simply pottering aboard their boat and rarely goes to sea.

The canal once carried 150-tonne ships up to Exeter quay, so there's plenty of depth and sizeable yachts can moor here. To enhance the seclusion there's no road access – the nearest car park is 20 minutes walk along the towpath. But the lockside Turf Hotel serves fine Devon ales and great food, a friendly oasis out in the wilds. Sometimes a train flashes past on the coast line, leaving silence in its wake.

Exactly 200 miles north of this sleepy retreat is another delightfully off-beat haven, Glasson Basin, a dozen miles up the sandy estuary of the River Lune. Not many people know anything about the Lune, which branches off the southern expanse of Morecambe Bay just north of Fleetwood.

A buoyed fairway winds up to Glasson and you lock in or out half an hour before high. The basin is much larger than the canal pool at Turf, but has similarly placid vibes and

also lies on a historic waterway – the Lancaster Canal.

Like Turf, Glasson is an almost secret pocket of salty boatiness in rural surroundings, a perfect place for just being aboard a boat at any time of year. Swans and coots paddle about and neat lawns fringe the banks. A leafy path follows the canal inland and to the north are the drying upper reaches of the river, with golden sandbanks and rich wildlife.

Unlike Turf, Glasson has a marina and first-class yard facilities, and if you live in the north of England I can think of no finer place to keep a boat. **MBY**



The Glasson Basin, a peaceful haven on the River Lune



The Turf Hotel's pub benches are only accessible by boat or foot





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*A previous antifouling attempt (the baboons from Longleat perhaps) was just visible through the fresh layer, the waterline describing a gently curving doodle forwards*



## THE BORN AGAIN BOAT OWNER

**NICK BURNHAM:** *When you buy a second-hand boat you take the rough with the smooth – and quite literally so when it comes to the antifouling*

A problem with boating on a budget is that inevitably you're constrained to purchasing second-hand boats, and as a result inheriting other people's attempts at maintenance. One of the things that attracted me to my current fine ship was that, despite its rather dilapidated condition, it did have a full and up-to-date service history. Sheaves of invoices confirmed that, while the owner might not have spent much time keeping it polished, he did at least spend much money keeping the oily bits fettled and, equally important, had used the right people to do it.

A shame he (or, to be fair, perhaps a previous owner), hadn't been quite so careful about outsourcing other areas of work – specifically the antifouling. I suspect that at some stage someone had commissioned the monkey colony at Whipsnade Zoo and set them loose with the paint rollers and masking tape.

The first clue was the fact that, when afloat, the antifouling stretched a good six inches above the actual waterline. It rather looked, in fact, like one of those old men you see who wear their trouser's waistband just under their armpits, or Simon Cowell. Any notion of a boot top line was also long gone. Fortunately the antifoul was white, which, on a white boat, went some way to disguising the issue.

Unfortunately it wasn't going to stay white. While I don't dislike white antifouling, the problem is that a scum line around the waterline halfway through the season is inevitable – something that doesn't sit well with my CDO (some people call it OCD, I prefer the letters to be in the correct alphabetical order). So, dark blue was to be the order of the day, and I wasn't having it halfway up my topsides. Which is how my long-suffering best

mate Steve and I found ourselves in a chilly boatyard armed with scrapers and tackling the mess that I'd inherited.

We pondered why the antifoul was so very high. Steve hypothesised that perhaps the boat had spent its life heavily laden running drugs. While I rather liked this Miami Vice

theory, with its 106hp diesel my little boat is not exactly a Scarab. Maybe they were smuggling Mogadon...

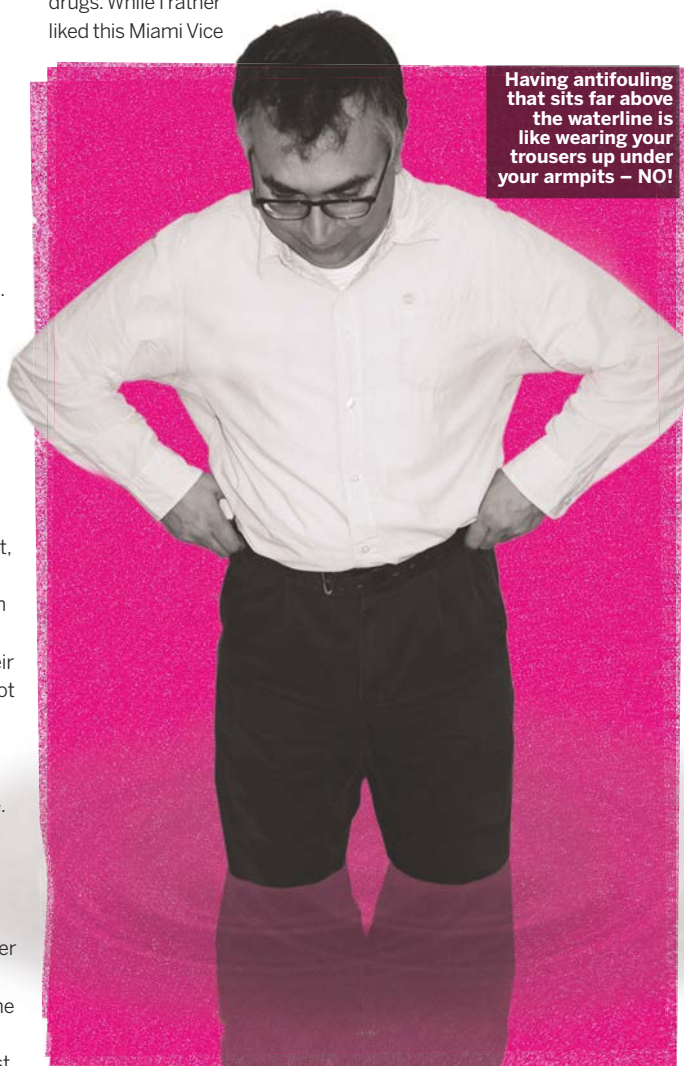
In fact, on closer inspection the reason was clear. A previous antifouling attempt (the baboons from Longleat perhaps) was just visible through the fresh layer, the waterline describing a gently curving doodle forwards. Perhaps they were going for a wave motif? The fix for that had been to simply paint further up the boat.

An hour later we surveyed the two-inch square of paint we'd managed to pry from the surface and decided a more proactive approach was needed. Chemical warfare was called for. A discussion with the on-site GRP specialist in his office confirmed that Steve's suggestion of paint stripper would indeed quickly remove the paint. However, the minor side effect of taking the gel-coat with it rather ruled that out. Apparently there used to be a fantastic product that would neatly strip away the antifoul leaving unblemished GRP behind but sadly we were about ten years too late, the product having been banned for containing too much mercury. The best option, we were told, was soda blasting. However, it required the boat to be moved to the 'dirty' area set aside for such things, complete removal of all antifoul, the hull to be epoxied(!) and then moved back to its current location and the hull completely primed and painted for a price tag well into four figures – I hadn't paid much more for the whole boat!

Upon seeing the look of horror on my face he promised to come and have a look in 20 minutes to see if he could come up with a more economical solution. Clearly he thought better of it and went home instead as that was the last we saw of him.

So we're back to painful, painstaking inch by inch scraping. That and cursing the primates that got there first... **MBY**

Having antifouling that sits far above the waterline is like wearing your trousers up under your armpits – NO!





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*The question is becoming more pertinent because medium and deep-vee hulls are designed for going fast, yet collectively we seem to be slowing down*



## TESTING TIMES

**DAVE MARSH:** *Radical new innovations and inspirations are called for when traditional deep-vee hull designs want to go fast but customers don't*

A boat test on a radical new hull form was what it took to remind me that it is possible to abandon conventional naval architecture and create something completely different. All you need is technical inspiration, a passion bordering on obsession, and enough money to pursue your goals. Össur Kristinsson, the gentleman behind the OK Hulls that I tested in Reykjavik (see New Tech page 76) clearly has all three in abundance. Össur sold his successful business a few years ago, so that takes care of the vulgar subject of money. Paradoxically, Össur's zeal comes from a desire for an easy life. As he told me, "The most important point in all this is comfort – I've been on so many boats and been beaten up." And almost improbably, the technical inspiration comes from 19th century displacement sailing boats designed by a purveyor of steam boilers!

Össur's OK Hulls do achieve what they set out to do, but at this moment in time the heavy prototypes appear quite fuel consumptive. So the question that Össur's radical designs solicit is not so much, "Is the OK Hull the way forward?" as, "Should our big boatbuilders be re-examining the status quo?", one that sees virtually all our 30-knot mainstream cruisers using variations of the deep-vee hull form that quickly became de rigueur after Dick Bertram's 30-foot Ray Hunt-designed *Moppie* blew away the competition in the 1960 Miami Nassau race. Fifty five years is a long time to be toeing the party line.

Of course, there have been tweaks along the way. Propeller tunnels were almost non-existent when I was designing back in the 80s. Pod drives have obliged some designers to modify their hull shapes, but those mutations are no more than the variations you'd find between boats anyway. Unless I've missed something, of all the mainstream 30-knot cruising boats we've tested, only the Delta 52 and Delta 80's hull forms stand out as truly different.



**Taking design in a new direction, the new OK Hull shape from Rafnar**

The question is becoming more pertinent because medium and deep-vee hulls are designed for going fast, yet collectively we seem to be slowing down. That communal retardation is at least part of the reason why stabilisers are now finding their way on to so many planing boats; it's because they don't like going slowly. In some parts of the world, they're actually grinding to a halt. The emerging Chinese market springs to mind, where most owners are thoroughly mystified if you suggest actually putting to sea.

So what new avenues could we explore? Hydrofoils have been used for decades on passenger vessels in Russia and Greece, yet it seems inconceivable that Sunseeker or Princess would start adding these contraptions, however great their efficiency. Hovercraft – far too noisy. Swaths – impressive seakeeping but too ugly. Extreme high-tech build – great for saving weight (and hence fuel) but still prohibitively expensive for mass production. If we examine the driving force behind today's cruisers – accommodation – then catamarans are an obvious alternative. There's less, if any, need for stabilisation. With no planing threshold to

contend with, they can cruise comfortably and efficiently at any speed, a trait that would perfectly suit today's slower boaters.

Of course, their principle obstacle is balloon-like beam. Which brings us back to Össur and his OK Hulls. His experiments in the towing tank have included model catamarans as well as monohulls. And he has discovered that with his particular hull design, the drag actually decreases as the hulls are pushed closer together. His next catamaran is going to have its hulls pushed fully together with no bridge deck in between whatsoever, which will make it roughly the same width as a beamy monohull. All I can say is, watch this space. **MBY**



**OK Hull's catamaran concept**

**Proof that naval design doesn't have to follow convention**





# CONTEST 52<sub>MC</sub> FLYBRIDGE

Adding a flybridge to the already competent 52 MC is a no-brainer, while the unflappable hull makes short work of choppy seas and benign inland waterways alike

Text: **Jack Haines** Photos: **Lester McCarthy & Contest Yachts**





SEE THE VIDEO

[mby.com/52mc](http://mby.com/52mc)





Clever transom storage has space for the outboard to stand when not in use



Pop-out anchor keeps the boat's lines nice and clean but is a bit of a hassle in a hurry



The flybridge is spacious enough but the layout and finish needs some work



**Y**ou may not have heard of Medemblik but it is one of many achingly quaint towns that fringe the vast IJsselmeer inland sea in the Netherlands. Sitting on the western side of this huge body of water, its chocolate box buildings burst with charm, as do the pristine, cobbled streets and the traditional low draft sailing barges that line the waterway at the heart of the town. The reason we are here is because Medemblik is also home to Contest Yachts, who just so happen to have added a flybridge and some new engines to its rather wonderful 52 MC. With the promise of good lager and fresh herring – not to mention wonderful scenery – we took Contest up on the offer of a trip that would show us the two distinct styles of boating in this area. One being blasting around the notoriously ratty IJsselmeer, and the other navigating the vast network of inland waterways, canals and locks, where you don't get

much above 5 knots. Is the 52 MC Flybridge suited to both these scenarios, especially the slow stuff, where its punchy 6.7-litre, 550hp diesels will be shackled to dead slow ahead most of the time? We'll see.

The first part of the journey is a cobweb-banishing blast across the lake IJsselmeer to Stavoren for a quick lunch stop, before taking to the waterways and heading inland to Teherne. While it remained to be seen how the torque-packed diesels would handle trickling along a canal, romping across the 'lake', as they call it locally, the 52 was absolutely fantastic. Two years ago we tested the boat that this one is based on, the regular 52 MC, and the lasting impression was one of refinement and laid-back mile munching. If anything, the Fly feels even better because on the flybridge you are even further away from the commotion of the engines. And the engines have shrunk, down from 8.2 litres in the original boat to 6.7s; losing 300kg in weight per side but only 50hp. This flybridge version also goes without the heavy Seakeeper gyro that the original 52 had so that and the lighter

The saloon, galley and helm are simple yet stylish and functional







The well-protected cockpit is very safe and has plenty of space to eat and relax

engines pretty much wipe out the extra weight of the flybridge, although that additional heft is quite high up.

Either way, performance is mightily impressive and the fabulous hull that worked so well on the first MC is just as smooth, quiet and confident on the flybridge version. It strikes a unique balance between the alertness and responsive nature of a planing hull whilst feeling as planted in the water as a semi-displacement shape.

Driving from the lower helm position it's abundantly clear that Contest's efforts with huge amounts of engineroom soundproofing have done the trick. This boat has a regular shaftdrive setup, meaning the engines are directly beneath the saloon floor, not tucked aft outside the cockpit doors as with pod drives – so the low sound levels are even more impressive.

In terms of layout and interior design, there's not too much to report over the non-flybridge boat. The décor is clean and simple and the build quality is reassuringly tactile, but the cabins feel sparse



Navigator's chart area lifts up to reveal plentiful storage for navigation equipment



Side door and bulwark gate make single-handed crewing safe and easy

and bare. Contest's yacht-building roots shine through though, in the chunky fiddles, dedicated handholds and smooth, curved edges on most of the joinery.

The owner of this particular boat had plenty of influence in the build – as is the way with Contest – but one such input is the undersized and uncomfortable stool at the helm station. This replaces what is, in my eyes, the far more useful double bench, which, teamed with the double navigator seat to port, gives you four forward-facing seats. Anyway, the owner wanted a stool, so they got a stool – like it or not, the customer is always right.

We go through our first lock and into Stavoren, which has a large marina and a quiet promenade overlooking the IJsselmeer. We tie up to a wooden pier and stroll into town for piping hot fish and chips on the blustery front.

## LIFE ON THE FLYBRIDGE

From here we are on the inland trail to Teherne and the Contest will have to get used to life at a slightly slower pace. Contest's sales manager Marcel Offereins points out that this is when the flybridge really comes in handy – the extra elevation meaning you have great views over the banks either side.

The 52 looks as if it was designed from day one to have a flybridge and it suits the boat well. Yet there are some simple changes that Contest can make to improve the workings of this area, though, mainly at the helm. It doesn't really match the high quality of the rest of the boat with a plain fascia and exposed screw heads, nowhere to stow your phone or other bits, a very upright, fixed (and cheap looking) steering wheel and silly things like the start/stop buttons being closer to the skipper than the trim tabs, which you need to interact with more regularly. This is all stuff that Contest can and will change, and it needs to. Aft there is opposed seating, which is crying out for a table that the owner didn't specify, and two blocks of sunpad right at the aft end of the flybridge.

All that being said, as Marcel suggested, being on the top deck does improve life on the waterways, delivering sweeping views of the lush farmland. The engines are inaudible up here, purring along at tickover, the only sound being that of the water peeling off the hull and the bubbling water beneath the transom. It's relaxed, easy boating where you stick to the middle of a perfectly marked channel making small adjustments to the wheel now and then and moving to one side when something passes you the other way – always with a smile and wave. There's no sail versus power here, we're all enjoying the water together.

We wind onwards through the countryside taking in the boundless vista, peppered with handsome waterside farmhouses complete with private moorings, traditional windmills and the more modern counterparts greedily swiping up the wind's energy. It's eerily peaceful and gentle and very easy to chat and walk around the boat, to sit on the coachroof and watch the water slip by beneath the hull. Even if we weren't in the swimming pool-calm of the waterway network the Contest is one of the safest boats to move around on I've ever tested.

And the boat is relishing the slow stuff. That planted feeling that was so evident on the IJsselmeer is now keeping her tracked perfectly straight doing single figure speeds on the long stretches, meaning minimal steering input.

Using Marcel's intimate knowledge of the waterways he grew up exploring, we take narrow, watery alleyways off the main drag and arrive in the beautiful town of Teherne with the evening sun blazing, shouldering away the menacing rain clouds that had hung over our voyage.

Teherne is built around the water, with houses dotted around a central basin, and we slip into a corner berth with ease, the water glassy and smooth, and head up to our accommodation, which looks down on the boat. We wander into



The 52 MC Flybridge's side decks are absolutely vast and very safe to navigate





The master is spacious and bright but feels a little cold and sparse



The double cabin is perfect for kids to snuggle up in and storage is good, too



Guests are treated to a bright and comfortable twin ensuite cabin



The master cabin gets its own bathroom while guests share the day heads

town and find a great pub with carpets on the table – as is traditional in Holland – a pool table front and centre, and ice cold Heineken on draught. It's a great venue in which to talk over a wonderful day on the water, the sort of day that reaffirms one's love of boating.

The warm morning sun breathes on my face as I sit on the balcony with a coffee, looking down on the Contest. It is an effortlessly handsome boat with traditional lines that also manage to look bang up to date. She looks seaworthy and purposeful but retains an unshakeable cool, even without the heavily tinted saloon windows of the original boat.

The journey to Lemmer passes in much the same manner as the one to Teherne the previous day – more slow-paced waterways with the odd scarily narrow lifting bridge to keep us on our toes.

We reach Lemmer and lock back out into the IJsselmeer, which in stark comparison to the waterway we have just left, is frothing and boiling with anger. With 25 miles of this to contend with between us and Medemblik it was the perfect opportunity to test a hull that had, up until now, not put a foot wrong.

I gave it the full beans in this particularly rough section at the edge of the lake and the 52 surged into a rangy canter as if we were still on the canals. Hammering into the horrible short chop at 27 knots the boat was

totally unflustered, quiet, comfortable and assured. This hull really is a thing of wonder; considering we were heading into the chop and wind we weren't even getting much spray on board.

## READY TO HANDLE ANYTHING

So comfortable was it that it didn't really seem like much of a test, so I throttled back to 22 knots where the engines are even quieter and progress a touch smoother. And this is how we stayed for the rest of the journey, slicing over the brown soup that is the IJsselmeer, on this occasion dashed with the brilliant white spume of the fuming chop.

Contest must address the issues on the flybridge as there is far more to be made of this area and it feels a long way behind what many 50ft rivals offer. But the yard that used to only make yachts has got the hard bit right – the way the boat takes the water – so tweaking the flybridge is not an issue to keep its designers awake at night.

We edged back into Medemblik with the 52 MC Flybridge having taken everything we had thrown at it in its stride. Whether it was blasting across the calm lake, patiently traversing the waterways, waiting for bridges to open or peerlessly wafting over a fitful IJsselmeer, the Contest was equal to all of it and shone as a most versatile cruising companion. **MBY**

**Contact** Contest Yachts. Tel: +44 (0)1590 647422

Web: [www.contestyachts.com](http://www.contestyachts.com)



The flybridge helm looks crude by comparison



The lower helm is clear, simple and classy, and the view out is excellent

## THE DATA

### SPECIFICATIONS

**DRAUGHT** 2.8ft (0.85m)

**DISPLACEMENT** 16.3 tonnes

**FUEL CAPACITY**  
396 imp gal (1,800 litres)

**WATER CAPACITY**  
89 imp gal (400 litres)

**ENGINES** Cummins QSB 6.7.  
Twin 550hp @ 3,320rpm.  
6-cylinder 6.7 litre diesels

**TOP SPEED ON TEST** 27 knots

### FUEL CONSUMPTION

**Slow cruise** 10.8 knots,  
44lph, 9.7gph, 1.12mpg, 353nm range

**Fast cruise** 23.1 knots,  
154lph, 33.9gph, 0.68mpg, 216nm range;

**Flat out** 27 knots,  
212lph, 46.6gph, 0.58mpg, 183nm range.

**PRICE FROM** €1,025 ex VAT  
(Twin Cummins 305hp)

**PRICE AS TESTED**  
€1,25m ex VAT (Twin Cummins 550hp)



LENGTH OVERALL 52ft 3in (15.9m)





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# *Gallivant* *AROUND* *Galicia*

The rugged Spanish outpost of Galicia is full of enough dramatic rías, cosy harbours and sweeping beaches to warrant crossing the Bay of Biscay as quickly as possible

Text: **Peter Cumberlidge** Photos: **Peter Cumberlidge & Alamy**





## GETTING HERE

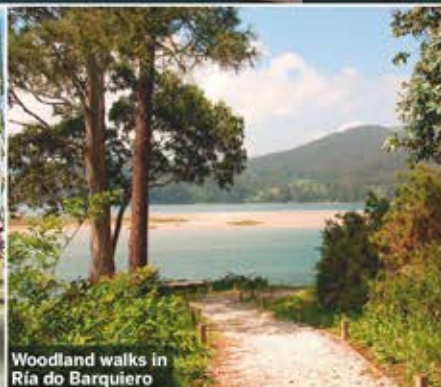
Sailing yachts often cross Biscay directly, but most motor boats need shorter passage legs. With time you can potter in stages right round the Bay, but a quicker route is to work down the French coast to La Rochelle before cutting across to Santander. This 200-mile haul needs quiet weather, but fast boats with a safe range can do it in daylight. From Santander you have two 90-mile legs west via Gijón to Viveiro, the first of Galicia's rías.



The harbour at La Coruña is one of Galicia's landmarks



Tall medieval houses line the centre of Viveiro



Woodland walks in Ría do Barquero

Galicia is the extreme north-west region of Spain, historically a lonely Celtic fringe cut off by mountains. Its coasts are dramatically indented by grand inlets, the legendary Rías de Galicia. In the days of sail, navigators kept clear of this rugged corner, afraid of gnashing lee shores in Atlantic gales. But this is a beautiful, often breathtaking cruising area which lavishly repays the effort of getting across Biscay, most pleasurably by hopping around its edges.

I remember my first landfall on north-west Spain after a 300-mile passage from Camaret. As dawn revealed a long slow swell, we saw land sharply etched to the south – the high looming edge, I hoped, of Cape Ortegal. It felt as if we'd almost arrived in Spain, yet on clear days the soaring peaks behind Ortegal are visible from far offshore. We didn't reach La Coruña until late afternoon.

Since then we've returned many times to Galicia's spectacular rías, relishing their deserted bays and secret estuaries, their shy scattered villages and majestic hills. A marked feature of north-west Spain is how refreshingly foreign it feels. While the French Biscay coast seems quite familiar as you work south, entering a Galician fjord is a real traveller's arrival in a strange land. The wild landscapes, unusual houses and rakish fishing boats all create an exotic flavour. As the anchor rattles down, you almost expect a consul in a Panama hat to be rowed out by swarthy boatmen to pay his respects.

Rest assured, though – this isn't bandit country and there are plenty of friendly marinas. You can also safely winter a boat here to enjoy two or three seasons in this special part of Spain, which is easily accessible by air or ferry. Summers are usually warm and settled, and the seafood is out of this world. And while the Bay of Biscay sometimes seems a giant step for motor boats, it's actually quite easy to plan a relaxed coast-hopping route round to Galicia.

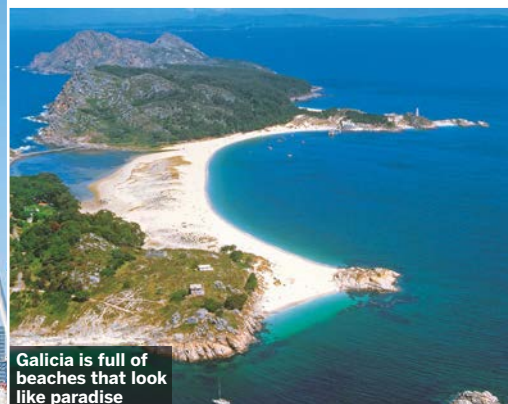
The bold striking headland of Barquero with the village anchorage on the right and the island off the entrance





*Arriving in La Coruña you feel a sense of anticipation that warmer climes are close*

La Coruña has a wonderful sense of north meeting south about it



Galicia is full of beaches that look like paradise



Cape Ortegal lighthouse should be rounded two miles off to clear its reefs

## NORTH COAST RÍAS

If you cross an inner Biscay triangle between, say, La Rochelle and Santander, two modest hops via Gijón bring you to Viveiro, the first of Galicia's most northerly rías. Remote and sparsely populated, this Atlantic end can look hostile in hard weather, as if guarding the way to the pleasure-seeking south. But on warm summer days the stretch bulging out between Ribadeo and Cape Prior is one of the most evocative cruising areas in Spain.

### RÍA DE VIVEIRO

Three miles wide at its entrance, this enticing gulf funnels in past sandy coves, lush green slopes and pine woods whose fragrance wafts out to sea. At its head is a bustling fishing harbour and a channel skirting a sweep of white beach to a pleasant marina near Viveiro town.

You get a warm welcome here and Viveiro's old medieval quarter is nearby, entered through noble arched gates. Tall houses lean across narrow streets, their ornate balconies glassed in Galician style. Restaurants and tapas bars abound.

### RÍA DO BARQUEIRO

This short inlet west of Viveiro was my first ever anchorage on this coast. Its bold west headland, Estaca de Bares, is Spain's most northerly tip. Off the east point is a stark wedge-shaped island, Isla Coelleira, with a square white lighthouse and hundreds of rabbits. I like to anchor in the south-east crook of the ría off Vicedo village, just past a fishing harbour.

On that first visit, it wasn't until we'd rowed ashore and seen a road sign that I knew which ría we were in – like explorers looking for friendly natives. This is a timeless place and sometimes you hear a steam train puffing across a bridge at the head of the ría.

### AROUND CAPE ORTEGAL

Passing Estaca de Bares is a key moment as you cruise west. This long dragon's tail tapers to a spur of jagged rocks which look menacing even on a glassy day. Beyond Bares, the Bay of Santa Marta has a cosy anchorage off Cariño Harbour. Cape Ortegal comes next, a famous landfall once only glimpsed from the masthead as navigators kept a safe offing. Even now you should stay two miles clear because reefs straggle well out, seething in Atlantic swell. The hills behind Ortegal rise quickly to 2,000 feet, an awesome sight from a small boat.

A dozen miles south-west of Ortegal, Cedeira is a glorious ría with three river inlets at its head, fringed by gleaming arcs of sand.

A breakwater protects the east arm, where you anchor off a quay and a peaceful wooded shore with enchanting vistas all around. The town is a short stroll along a leafy esplanade.

### DOWN TO LA CORUÑA

From Cedeira you follow steep cliffs down past Cape Prior, with few signs of habitation until the rías of El Ferrol, Betanzos and Coruña open up. Ferrol is a busy naval and commercial port, so most boats make for La Coruña, the most westerly inlet. On its seaward tip stands a colossal square tower nearly 200ft high. Built around 2AD, the Torre de Hércules is the only working Roman lighthouse in the world and casts a mystical spell over the area.





Arriving in La Coruña is a magical experience. There's a sense of achievement however you crossed Biscay, and anticipation that warmer climes are close. A breakwater juts out from the west shore, where the life-loving city spreads across to the ocean. There are two marinas – Marina Coruña behind the breakwater and Darsena de la Marina further in near the old city. While Darsena is handy for shopping, it can be hot and airless in summer. Marina Coruña is more vulnerable to swell but has open views across the bay and often welcome cooling breezes.

#### ASHORE IN LA CORUÑA

La Coruña has so many attractions that even crews heading south stay longer than intended. And with a two-season plan, you might winter here and enjoy the area to the full. If so, the best base is friendly Marina Sada, east of Coruña in Ría de Betanzos. Sada is a short taxi ride from Alvedro airport and only four hours drive from Santander and the UK ferries.

Coruña's original walled city was built on a peninsula jutting north from a narrow neck. The old Darsena Harbour developed on the inner shore and prospered in the 19th century from colonial trade, fishing and a little light piracy. Behind the quays are meticulously preserved merchants houses with flamboyant galerias – balconies enclosed by glass to keep them cosy in winter. Even the modern office blocks reflect this style.

The magnificent main square has a palatial town hall on its north side and graceful arcades around the other three. Narrow streets beckon you west and Calle de la Franja is a feast of tapas bars and delis, including an incredible display of Spanish cured hams at El Rey del Jamón. Plaza San Agustín has a stupendous covered market with a supermarket underneath.

#### AROUND THE CORNER

Cruising on from Coruña, you first head west to clear some dangerous shoals and the craggy Sisargas Islands. Then turn south-west past Capes Villano and Torinaña before tracking south towards the famous headland of Finisterre.

It's 65 miles from Coruña to Cape Finisterre and I'd wait for a really still day to get round this corner in one haul. If necessary you can stop at Camariñas, but crack on if the weather serves. On the inner side of Cape Finisterre you can anchor in the attractive harbour roads off Finisterre village.

### THE WEST COAST RÍAS

**Galicia's Atlantic facing rías enjoy progressively warmer weather as you work south. The three largest are shielded by islands and have countless secluded anchorages in easy reach of marinas. You'll**



Darsena Harbour in La Coruña dates from the 19th century

**find idyllic wooded coves, luxurious beaches and village quays that have hardly changed in centuries. There are also bustling fishing ports and lively city waterfronts.**

#### RÍA DE MUROS

Though the most exposed west-coast ría, Muros is a treat, with the old town of Muros on its north side and a visitor-friendly marina up at Portosin. Coming in you see tempting anchoring bays, but make for Portosin first and take stock. The marina has a splendid position with restful views across the sound and a smart clubhouse and

restaurant. The village has simple shops, a supermarket and a slow rural pulse. The staff are really helpful to visitors and it's worth getting to know them in case you decide to winter here.

**Anchor off Muros** To visit this picturesque town, anchor just north of Muros fishing harbour and dinghy ashore. Muros is a fantastic warren of old buildings and narrow streets, with bars and restaurants soothingly shaded by arcades. My favourite is Café El Muelle for scrumptious tapas and seafood.

#### RÍA DE AROUSA

Largest of the west coast rías, Arousa is protected by Isla Sálvora and other small islands. On quiet days you can anchor north-east of the island pier, a halcyon spot with views of a stunning white beach, an old castellated house and a tiny stone chapel. Inside the ría, a longer straggling island is fringed with shoals and linked to the mainland by a causeway road. This is Isla Arousa, a summer resort crammed with holiday villas and hotels. The ría's sheltered bays and inlets make it ideal for family cruising and you could spend a fortnight discovering its anchorages, beaches and harbours.

These waters are renowned for their large juicy mussels, grown on ropes hanging from distinctive wooden rafts, called *bateas*, moored all around the shallowest areas. There are usually lots of fishing boats zooming about so the ría feels quite active, but you can also find secluded

### TRAVEL OPTIONS

#### BY AIR

**La Coruña Alvedro**, 20mins drive from Marina Sada.

Direct flights from Heathrow with Vueling ([www.vueling.com](http://www.vueling.com)).

Via Madrid from Heathrow with BA or Iberia.

**Santiago de Compostela**, 50mins drive to Portosin Marina and frequent trains to Vigo, 1hr 40mins. Direct Ryanair flights from London Stansted.

**Vigo Peinador**, 20mins drive from Marina Punta Lagoa.

Via Madrid from Heathrow with BA or Iberia.

#### BY FERRY

We like to travel down by ferry with the car full of boat gear, then bring plenty of interesting wines home!

**Brittany Ferries** ([www.brittany-ferries.co.uk](http://www.brittany-ferries.co.uk); 0871 244 1400) Portsmouth-Santander runs three times a week, Portsmouth-Bilbao twice a week and Plymouth-Santander once a week.



Muros, best accessed by anchoring offshore and taking the tender in





Photo: Age Fotostock / Alamy

### PILOTS AND GUIDES

The best pilot book is the colourful *Cruising Galicia* by Carlos Rojas and Robert Bailey, from Imray at £32.50 ([www.imray.com](http://www.imray.com)).

*Reeds Nautical Almanac 2015* is a must for up-to-date info on lights, buoys and new marina details, £45.00 ([www.reedsnauticalalmanac.co.uk](http://www.reedsnauticalalmanac.co.uk)).



Pobra do Caramiñal is a welcoming spot in Barraña Bay

hideaways. My favourite cruising harbours are Pobra do Caramiñal on the north shore and Vilanova de Arousa on the south. A rather aloof marina fronts the large town of Vilagarcía, useful for crew changes but often full and too noisy for an overnight stop.

**Pobra do Caramiñal** This sheltered marina in Barraña Bay is a good first port-of-call in Arousa. The rambling town is a delight to explore, with unexpected squares and laid-back cafés. A marble-tiled promenade is luxuriant with palms and citrus trees. There's a tantalising market opposite the marina and you can buy shellfish at the fishing harbour.

**Vilanova de Arousa** This tranquil marina seems to hide itself away in the gulf between the north end of Arousa island and the causeway road. You approach by weaving through a maze of mussel platforms,

which all adds to the fun and is perfectly safe if you take it slowly. The marina staff are very friendly and the sleepy red-roofed village has a lapping tidal beach.

**Cambados** Don't miss this historic town with its pedestrian byways of gracious houses. You can cycle or walk there from Vilanova. Cambados has an impressive square flanked by an old fortified palace. In season this plaza comes alive with fiestas celebrating the local Albariño wine, a light, deliciously fruity white.

### RÍA DE PONTEVEDRA

This splendid fjord has calmer vibes than Arousa, despite a full-on tourist resort at Sanxenxo. The island of Ons shelters the ria, which has quiet beaches and some colourful old villages. The busy port of

Secluded hideaways are worth seeking out in Ría de Arousa

*You approach Arousa by weaving through a maze of mussel platforms, which all adds to the fun*







Small waterfront chapels in Combarro

Marin is the handsome home of the Spanish Naval Academy. On the way to Pontevedra, take in the small marina at San Vicente de Mar, just outside Ría de Arousa on its south headland. You eat well at the clubhouse here and the family who run it also own a vineyard and sell their Albariño at keen prices. Ashore there are paradise beaches and panoramic cliff walks.

Just inside Pontevedra on the north shore, Sanxenxo Marina is often crowded, so in fair weather I'd make for Portonovo first, an attractive old harbour in a horseshoe bay west of Sanxenxo. Portonovo has visitors buoys, fabulous beaches and a small club marina with an excellent restaurant. The town stacks up the hillside in a vivid mosaic of red tiles and whitewash.

**Combarro** This lovely waterside village lies at the head of the ría on the north shore, enfolded by hills. The marina has the best showers in Galicia! Combarro is an intricate huddle of traditional fishermen's houses, some with mini balcony facades. By day tourists flock into the village, but things quieten down in the evenings. There are many restaurants, but I'd make for O Bocoí, north of the marina on the village waterfront – real family cooking and heavenly seafood.

Cangas Marina and town, a short hop from Vigo



## RÍA DE VIGO

This most southerly Atlantic ría is barely 20 miles from the border with Portugal. It is much more populated and, in parts, industrial than the other rías. Vigo is a substantial city with one of the busiest commercial ports in Spain. Being on much the same latitude as Barcelona, this area has reliably warm sunny weather and is popular for Spanish summer holidays. When you first arrive, all this busyness can feel a little daunting, but don't be put off! There are four cruising treats that shouldn't be missed:

**Islas Cies** This exquisite archipelago is part of the Atlantic Islands National Park and permission to navigate and anchor here should be obtained online from [www.iatlanticas.es](http://www.iatlanticas.es) well in advance. The beaches and walks to the lighthouse are magnificent.

**Marina de Cangas** This amiable, low-key marina is next to a charming old town with a wonderful fish market. There are frequent ferries across to Vigo, by far the simplest way of visiting the city's fine old quarter.

**Punta Lagoa** Just up the ría from Vigo Harbour, this large, well-appointed marina lies beneath a wooded promontory with views across the upper reaches. Snug in all weathers, Punta Lagoa is an ideal winter base, 20mins by taxi from Vigo airport.

**Bayona** This grand harbour bay is a classic staging post to refuel and restock for passages further south, or simply to soak up the sun, absorb the vibes and dream about voyages you may never make. If there's room, the Monte Real Club de Yates is the place to lie, with its stylish club and restaurant. Overlooking the marina is the aristocratic Castle of Monte Real, now an opulent Parador hotel. **IMBY**

*NB My thanks to yachtsman Peter Haden for his help with this article.*

## WINTERING MARINAS

**Marina Sada** near La Coruña

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Tel: +34 981 619015

Web: [www.marinadasa.com](http://www.marinadasa.com)

Email: [administracion@marinadasa.com](mailto:administracion@marinadasa.com)

**Marina Portosin**, Ría de Muros

Contact: Carmela Nunez

Tel: +34 981 766583

Web: [www.rcnportosin.com](http://www.rcnportosin.com)

Email: [carmela@rcnportosin.com](mailto:carmela@rcnportosin.com)

**Marina Punta Lagoa**, Vigo

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# SUNSEEKER PREDATOR 57

The disappearing doors that transform the Predator from cosy cruiser to open suntrap might seem gimmicky but they're underpinned by Sunseeker performance and quality

Text: **Jack Haines** Photos: **Paul Wyeth**







Doors down and roof open, the Predator 57 feels like a totally different boat to when it's enclosed

With nothing to separate them, the 57's cockpit and saloon merge into one vast living space

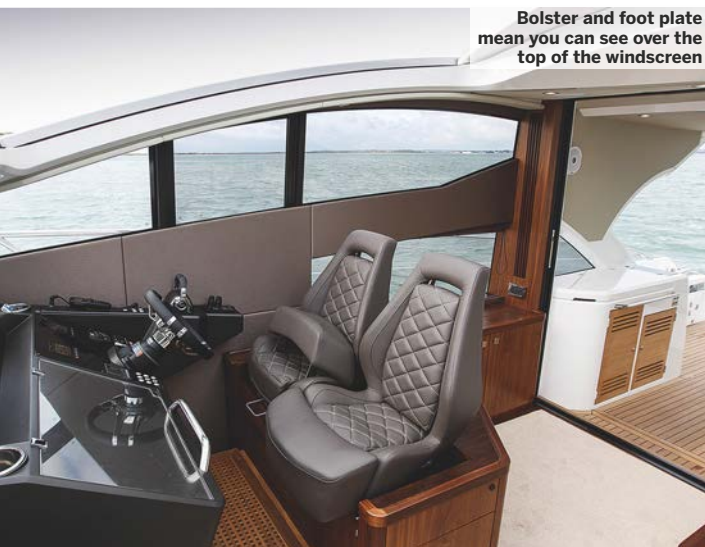


Galley is open to the windscreen above and gets plenty of natural light

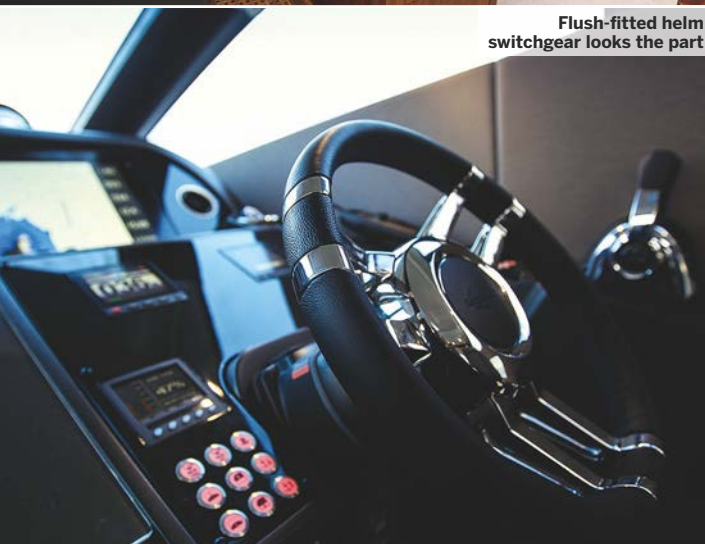


The starboard door slides across then both sections descend between the seatbacks. Cockpit wet-bar is essential in this galley-down layout





Bolster and foot plate mean you can see over the top of the windscreen



Flush-fitted helm switchgear looks the part



## *It's this versatility that explains why Sunseeker has sold 30 of these already*

**A**t the launch of the Predator 57 at the London Boat Show just gone, aside from the papping of 'that bird off the X Factor' Nicole Scherzinger, a Queen cover band and excellent video showing various Thunder and Superhawks skipping off the crests, it was easy to forget that there was actually a brand new Predator being shown to the world for the first time.

You couldn't really see it, for a start, such was the size of the crowd that flocked to Sunseeker's stand but, despite not being a pop princess nor ex-girlfriend of Lewis Hamilton, the Predator 57 actually has plenty to shout about.

The standout feature is the way the boat transforms from fully enclosed, cosy winter waffer to a wide-open suntrap at the touch of a button. Well, two actually. First you slide the starboard side of the two-piece cockpit door to port and, once both panes are together, push a button just inside the door and the whole lot disappears into a void below the deck, leaving a totally open aft end with just the seatbacks of the saloon and cockpit meeting to make a half-height partition. The door mechanism needs a dash of refinement as it juddered its way down rather than slipping smoothly into the deck but this is hull number one, which has taken a good old boat show battering, with the doors going up and down more in a week than hull number two's will in a decade.

Next, head to the dash, press button number two and the vast GRP roof recedes over the fixed aft section in around 30 seconds to create one of the largest roof apertures I have seen on any boat. It's quite staggering how different the boat looks and feels with the doors down and roof peeled back.

And it's this versatility that explains why Sunseeker has sold nearly 30 of these boats already. In a warm climate you can keep the saloon beautifully air-conditioned in the day then open everything up for evening cruises when the temperature has dipped, and in chillier climes the saloon can be heated into a cosy cocoon, perfect for winter adventures. It's easy to see why a good handful of these 57 orders are heading up to Scandinavia.

You really do get the best of both worlds; a spacious cockpit which manages to include a sunpad (over a tender garage large enough for a Williams 325), a big wrap of seating around a teak-topped table, and a wet-bar with griddle,

fridge and icemaker, as well as a saloon with comfortable dinette seating around another table with a flatscreen TV secreted in the sideboard opposite. You could make the saloon and cockpit blend together even more cohesively if you were to remove the carpet from the saloon.

### **LIFE ON BOARD**

No area feels pinched or compromised apart from maybe the small lower dinette which could only really serve three for breakfast, but then why would you use that when you have a much more spacious seating area, not to mention better views, a few steps away? You could lose the lower dinette altogether, if you think it's going to be redundant, and replace it with an ensuite for your pals in the third cabin that also acts as a spacious day heads.

Personally, I think the lower dinette is worth keeping, especially if you are going to be cruising with just two of you as, sited opposite the galley, one person can sit and read the paper while the other poaches the morning eggs.

The galley opposite, though not enormous and lacking a full-size fridge/freezer, is helped out enormously by the headroom and light allowed by its location beneath the windscreen. There is also an opening port to provide more light and quick ventilation during cooking plus bags of countertop, which is always handy. There is a good variety of storage and all cupboards are held in place with robust catches to stop pots and pans escaping. Your crockery will be perfectly safe thanks to everything – even the salt and pepper shakers – getting their own bespoke fiddles within the eye-level cupboards.

It's been a while since my last Sunseeker test and it was good to see that beneath the rakish lines, funky glazing and irrepressible brand image, the Poole yard really knows how to put boats together well. The joinery is exceptional, even in the places you can't see, and there is an air of quality that extends to such touches as the way the doors close with a satisfying clunk, the cupboards clack into place and how solid the flooring feels under foot.

The master cabin is a real jewel, well within the realm of being a place where you spend time instead of just slumbering, changing or, well, you know... It has masses of headroom, is bursting with light thanks to the hull windows and the small breakfast dinette to starboard is infinitely more useful than a stylish yet rarely used chaise longue. Why wouldn't you make a coffee, grab the iPad and



*You recline with the wheel and throttles within easy reach and a great view out over the bow*

sit at your private breakfast table with a view out over the waterline? The other two cabins are finished to the same excellent standard but, with the lower dinette in situ, they share the VIP's ensuite heads.

## ON THE THROTTLES

Okay, that's enough about what the boat's like when it's not moving, how about when you pin the throttles to the dash? Well, pretty brisk for something that weighs 27.5 tonnes and probably a bit more, thanks to this being the first hull and therefore heavily laden for testing purposes. We had the largest Volvo Penta D13 900hp engines on test in a shaftdrive configuration, though you can have them with IPS pods if you prefer. The 800hp versions of these D13s are also available but the larger engines seem a great match for the hull.

There is also a version of the 57 available with Arneson surface drives and 2,400 of MAN's finest horsepower. So, if you like the idea of 45-knot performance, a monster rooster tail and the feel of a diesel pump in your hand then you know which one to go for.

Despite the promise of some punchy wind readings in Poole they never materialised on test day so the 57 had a pretty easy ride, save for when we went charging through the wake of our Manhattan 55 photo boat. The hull felt confident, solid and slam free, which is all the more impressive when you consider how far forward the helmsman sits and the echo chamber created by the open-plan interior on sports cruisers of this ilk.

The dash was letting out a few too many squeaks for my liking but Sunseeker puts this down to the engineers needing regular access to the back of the console on the first boat, so this one wasn't bedded down with sealant and bolted in place like it will be on later boats. Sound readings were very impressive, especially at the helm where even at full chat the sound meter was registering only 76 dB(A) and, supposedly, the IPS version is even quieter.

What I doubt, though, is that the IPS version is any more fun to drive than the shaft version because the turn in, steering, quick-wittedness and downright fun of this set-up will be very hard to beat. In my experience of IPS, although the initial turn in is quick, the boat then tends to flatten off and take quite a while to make the turn. The shaftdrive boat's turning circle was impressively tight, even at high speed, plus you get the other benefit of a shaftdrive boat, which is that sensation of being hunkered down in the water. This is put to the ultimate test

during our close-quarter boat-to-boat photography. With a Manhattan 55 thundering along at 28 knots 10ft away from us, the Predator tracked along perfectly straight with very little input from the wheel.

Admittedly, your average owner is unlikely to find themselves in this situation but this translates into a reassuring grasp on the water and the agile handling will come into its own when you're surrounded by pots, like we were off Old Harry Rocks, or when you're barrelling home in a following sea.

When you stand at the helm with the roof closed it feels like the geometry of the roof is all wrong and blocks the view for all but the very shortest of skippers. However, sit down and it all drops into place and you recline with the wheel and throttles within easy reach and a great view out over the bow, totally unimpeded by the heavily sloped roof. She climbs on to the plane over a bit of a hump but if you crane your neck for a few seconds she levels off into an easy canter.

The trim tabs are controlled by four separate, flush-fitted buttons, which match the rest of the controls on what is a great looking dashboard. Sunseeker says that the four buttons represent the four corners of the boat, so to speak, so if you want port bow down for example, you press the top left button. It makes sense on paper but personally I found it rather clunky and would have preferred two rocker switches with an indicator to show where the tabs are in their travel. Of course, if this is your boat then I'm sure the system will become second nature but I struggled to get to grips with it during my few hours on board.

The same goes for the wipers, which have five, yes five, buttons to control and sync the various cycles of wipe. Sunseeker says customer and dealer feedback has been brilliant but it's something else I struggled to fathom. This accusation can be levelled at pretty much any manufacturer out there, not just Sunseeker. When is someone going to stick a wiper stalk on the steering wheel hub, which you pull towards you to wash the windscreen and click upwards in increments to increase wiper speed? You could even have a twisting section on the end to control the navigation and anchor lights. I know the technology exists because every car built since 1970 has one.

## VERDICT

Wiper rant aside, the Predator 57 is a boat that nails the basics but also has some star quality that gives you serious food for thought when



Bathrooms are beautifully finished and endowed with plentiful storage







A small breakfast dinette is a much better use of space than the usual chaise longue

VIP gets an island berth with no steps either side, so getting in and out is easy



Bunks in the third cabin are a good size if you need to sleep adults



Lower dinette is small but it's nice to have the additional space to sit



## A CLOSER LOOK WITH JACK HAINES

### VENTILATION

Elongated hull window allows even more natural light into the galley and the opening port gives some natural ventilation on top of the extractor fan.



### SLIDING DOORS

We have seen these solutions before but Sunseeker's is simple and very effective. Shown slid together here, the doors then glide into a void in the deck.



### SUNROOF

One of the largest sunroofs I've seen on any boat and the glazing means that natural light can still get in when it's closed. Transforms the boat when open.



### ENGINE ROOM

The tender garage moulding impedes access to the port engine but the quality of the installation can't be faulted. Plentiful artificial light and a fresh water hose are desirable touches.



## THE RIVALS

### Azimut 55S

Price from €1.1m

Bristling with clever touches, such as a crew cabin in the bow, the triple IPS 55S is a real high-quality head-turner.

**BUY THE TEST**  
[mby.com/az55s](http://mby.com/az55s)



### Princess V57

Price from £989,400

Not quite as eye-catching as the Predator but beautifully put together, extremely refined and solid on the water.

**BUY THE TEST**  
[mby.com/v57](http://mby.com/v57)





The tender garage is large enough to hold a Williams 325 and a hydraulic bathing platform is standard fit



The Predator 57's best angle, in my opinion, packed with visual drama. It looks sleek, rakish and sporty, just as a Sunseeker should



There are quality touches all over the 57, from the chunky mooring gear to the stainless transom gate and flawless mouldings



## THE DATA

LENGTH OVERALL 60ft 1in (18.3m)

BEAM  
15ft 5in  
(4.7m)



Crew cabin is standard on the 57 but you can have an empty storage void instead

Totally flat floor and plentiful headroom make the already large master cabin feel even more spacious

The lower dinette can be replaced with a bathroom for the third cabin that's also a day heads

**FUEL CAPACITY**  
484 imp gal (2,200 litres)  
**WATER CAPACITY**  
132 imp gal (600 litres)  
**DRAUGHT**  
4ft 3in (1.3m)  
**RCD CATEGORY**  
B for 12 people  
**DESIGNERS**  
Sunseeker  
**DISPLACEMENT**  
27.5 tonnes (half load)



*I love that there is a 45-knot version available, it's just so... Sunseeker*

comparing it to its rivals. I can't overstate the way this boat transforms from closed to open and we were doing it in the bitter chill of a February morning in Poole.

Of equal delight is the subtle quality of the boat, underpinning the party tricks and giving you confidence that the Predator is a boat to be used. And it is built to be used; as enjoyable as those clever opening doors and roof are in the summer, they are just as effective on a bitter winter morning when you can leave them closed, start the engines and head off for a pub visit with the heating on and no need to wrap yourself up like you're off to the North Pole.

And let's not overlook the options you have when it comes to propulsion and drive choices. Three engine variants and three very different drive set-ups mean you can tailor the 57's handling and performance to your exact needs. I love that there is a 45-knot version available, it's just so... Sunseeker.

It's this combination of style, quality and glamour balanced by strong seakeeping, punchy performance and genuine usability that makes the Predator such a heady concoction and a star in its own right. **MBY**

**Contact** Sunseeker London. Tel: +44 (0)207 355 0980 Web: [www.sunseeker.com](http://www.sunseeker.com)

## THE HELM VIEW

Don't care how many times we've said it, it's always good to see a proper chart area

Driving position is excellent, especially the wheel/throttles/helm seat geometry

Switchgear looks great but the functionality of the wipers and trim tabs needs some attention

## PERFORMANCE

**TEST ENGINES** Volvo Penta D13 900. Twin 900hp @ 2,300rpm.  
6-cylinder 12.8 litre diesels

MBY TEST	ECO	1,200	1,400	1,600	1,800	FAST	2,000	2,200	MAX
RPM	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,300	2,380
Speed	9.7	10.5	13.2	17.6	21.6	26.7	30.4	33.6	33.6
LPH	40.5	62.5	96	133	178	217	255	299	299
GPH	8.9	13.7	21.1	29.3	39.2	47.7	56.1	65.8	65.8
MPG	1.09	0.76	0.63	0.60	0.55	0.56	0.54	0.51	0.51
Range	422	296	242	232	213	217	209	198	198

## SOUND LEVELS dB(A)

Helm	66	66	70	68	71	74	77	76
Saloon	65	66	71	70	72	75	78	80
Cockpit	77	78	79	80	83	85	87	89

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on real time fuel gauges, your figures may vary considerably. All prices include UK VAT: 50% fuel, 20% water, 5 crew + minimal stores. 7°C air temp, calm sea, F1 for speed trials.

## THE COSTS & OPTIONS

**Price from** £1.08m (Twin D13 900)

**Price as tested** £1.24m (Twin D13 900)

**Med package** £99,077

Includes: Air-conditioning, stern thruster, passerelle, stern mooring winches, BBQ in wet-bar, icemaker, electric cockpit canopy, additional mooring cleats, fresh water deck wash, water purifier, LED deck lights and bow sunbathing cushions

**Navigation upgrade** £21,481

**AV upgrade** £11,416

— = Options on test boat

BOAT REPORT  
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## CHARTERING ABROAD

# PORT OF CALL

*Stunning views, delicious food and Greenline boats add up to a fantastic charter holiday on Portugal's River Douro*

Text: Jack Haines Photos: Jack Haines & Feel Douro

**W**hen you think of boating in Portugal it is inevitably the Algarve that springs to mind. With its rugged coastline, golden beaches and high-quality marinas it is the obvious destination for a cruising break. But who wants obvious? Head north a few hundred kilometres and you'll come across the charming River Douro. Never heard of it? No, neither had we, but it turns out that this 210km river that stretches from Spain across Portugal to Porto, where it crashes into the Atlantic Ocean, is a superb place to spend a week or so, either on your own boat or one of a sparklingly fresh charter fleet.

The Douro runs through the heart of the port region, the only certified source of this world famous fortified wine. If you have a dusty bottle of port lurking at the back of a cupboard waiting for Christmas then it will have come from this area. Graham's, Taylor's, Churchill's – they are all here.

The river used to be a crucial artery for the trade as the flat-bottomed *rabelos*, traditional Portuguese cargo vessels, took the Douro's dangerous rapids head-on to transport barrels of port from the vineyards to the cellars in

Porto. Now the port is delivered by road and the river has been calmed by a series of enormous dams and locks.

### GET CHARTER

The locks have opened the river up to leisure cruising and that is where our hosts for the week, Feel Douro, come in. This family business not only runs a charter fleet of four Greenlines but also owns Douro Marina, which was built in 2012. Boasting excellent facilities and a prime location in the small fishing village of Gaia, opposite Porto, the marina is the gateway to this stunning inland cruising area.

Being a family-run business, the marina and charter operation offer a truly personal service. The level of care is like nothing I have experienced before, from being picked up at the

airport, which is roughly 20 minutes from the base, to finding a tin of company owner Manuela's home-made cake on the boat when we arrive. We are even given a mobile phone to use so we don't have to spend money on roaming charges. Then, the team sits down with us to plan our perfect itinerary. Depending on the length of your stay, they use their invaluable knowledge and local expertise to make a plan.

Having spent the first night on one of Feel Douro's two Greenline 40s in Porto, we woke to news that they would be driving us to a small riverside town called Pinhao, where the other 40 would be waiting for us. With our limited time, the team had decided that we would be best to start our cruise from this idyllic location in the heart of the port region and work our way back

towards Porto and the coast. This is what the team at Feel Douro do, they make the itinerary very flexible so you genuinely get the most out of your week on the water.

Two hours later we are standing on the quayside gazing out towards our Greenline 40, *White*. She has a pair of 75hp Volvo Penta diesels, two good cabins and ensuite bathrooms, an electric sunroof and more than enough living space for the four of us.

I can't think of a better boat for this type of cruising; her single-level living area, her mix of inside and outside spaces and her comfort at slower river speeds makes her perfectly suited to family charters. There isn't actually a speed limit on the Douro but it seems senseless to speed through the breathtaking scenery – it is an area



The mouth of the River Douro, where it meets the Atlantic

Feel Douro's excellent base at Gaia, near Porto



PORTO

GONDOMAR

Eclusa de Crestuma



that demands a slow pace of life and we're more than happy to go with the flow.

### A RIVER RUNS THROUGH IT

Pinhão is a small town perched on the bank of a sweeping river bend, with the valley sides providing protection and views to die for in every direction. The small cluster of white buildings that make up the town are easily identified from the water, and a rickety pontoon jutting out into the river makes for the perfect stopover location.

White is on the hammerhead, which gives us privacy and the very best of the views back down river. Before we depart, the Feel Douro team insist on driving us high into the hills for lunch at Morgadio da Calçada, in a village called Provesende. This privately owned house and vineyard, belonging to the family of former Chelsea football manager André Villas-Boas, is a gem of

a place and lunch is taken overlooking the very vineyards where the grapes for the delicious wine we're drinking were grown. Perfection.

That evening, the Feel Douro crew announce that due to heavy rain upstream in Spain all five of the locks on the river have been closed. That means we are essentially trapped in our current cruising ground between the Eclusa da Régua and Eclusa de Valeira locks. No hardship,

though, as we are in the heart of this glorious valley.

The next day we drop our lines and slowly begin heading west with no real plan aside from exploring the river at our leisure. Navigation couldn't be easier, all you need is a pair of eyes and a depth gauge. There is buoyage at points of hazard and near the locks but here we just follow the river as it meanders lazily through the deep groove of the Douro Valley, every turn

lifting the curtain on a view more gobsmacking than the last.

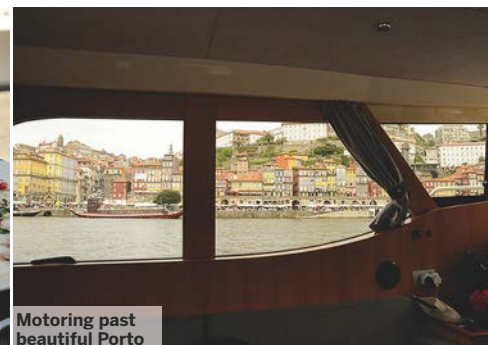
The Greenline makes so much sense here. Gliding along at 8 knots in near silence, we open the sunroof to allow the midday sun and cooling breeze to waft over us while we drink in the views of the unrelentingly picturesque cruising grounds through the huge saloon windows. With the aft doors open, the saloon and cockpit combine to make a single large living space. It



Jack and wife Chantal at Graham's port lodge in Gaia



Delicious food at Doc restaurant



Motoring past beautiful Porto



White moored outside the wonderful Doc restaurant



Relaxed, sunny cruising on the Greenline 33



The staff at Feel Douro couldn't have done more for us during our charter



A very special lunch at Doc



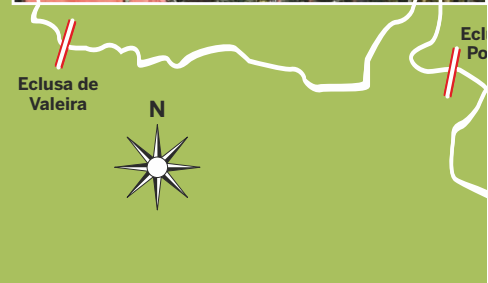
Spectacular views over Pinhão



White, our Greenline 40



Sampling port in the vineyards





almost feels as if Greenline built the 40 specifically to cater for this charter.

After an hour's dawdle we arrive at Doc restaurant. It has been recommended to us by Feel Douro for its fine waterside dining and a pontoon just large enough to house *White*. It is well worth the pit stop. The service is out of this world and the menu is as adventurous as it is delicious.

With one of the finest gastronomic experiences we've ever had firmly etched into our memory, we board *White* and slip back to Pinhão in the glow of the evening sun. The river is eerily still and seems to glow a rich, emerald green. A more calming post-lunch cruise you could not wish for.

On our return to Pinhão, Feel Douro's skipper, Oswaldo, passes on the unfortunate news that the locks are still closed and don't look to be opening any time soon. The locks may have tamed the river but they can cause issues of their own. Even when they are in service, you still have to book your lock times which can't be changed last minute if you arrive early or have a change of heart. In reality, this shouldn't be too much of an issue because Feel Douro take care of all of this for you – you just need to agree a schedule and stick to it. But it didn't look like this was going to apply to us anyway – so much for the rain in Spain staying mainly on the plain!

### ESCAPING A LOCK-IN

Yet again, Feel Douro came to the rescue, driving us back to base at Porto so that we could experience the cruising at this end of the river, too.

With no Greenline 40s left on site, they gave us two Greenline 33s (so both couples could sleep in a master cabin rather than squeezing into the 33's small guest cabin) and we settled in to enjoy the facilities at the marina.



The Douro's sumptuous scenery

*The beauty of the river is that when you want to stop, you just pull to the side of the channel and drop the hook, which is exactly what we did*

The weather wasn't great on our first morning back in Porto but the sun broke through in the afternoon and we couldn't resist taking one of the 33s out for a trip through the city. Slipping beneath the spectacular Maria Pia and Dom Luis bridges – the latter engineered by Théophile Seyrig, partner of Gustave Eiffel – the city sprawls above us. The colorful, pastel façades and orange roofs punctuated with towering Gothic spires make Porto a sight to behold from the water. The river is boiling with activity as the *rabelos*, now transformed into quaint trip boats, charge around picking up tourists.

On our final day, with the sun blazing high in the sky, we saddle up one of our 33s – sadly the one without the hybrid system – and head back through Porto to a spot we'd scouted out for lunch the day before.

The beauty of the river is that when you want to stop, you just pull to the

side of the channel and drop the hook, which is exactly what we did. We spent a wonderful afternoon lunching, relaxing and soaking up the sun in total isolation and absolute tranquility.

It was a pity that we couldn't enjoy the experience of cruising the full navigable stretch of the river but this afternoon alone gave a glimpse as to how great this charter could be if the weather were favourable. Our April break was too early to guarantee the weather – in the summer months the Douro is much hotter and more settled but we suspect that a late season charter in September or October would be a lovely time to go.

It's testament to the Feel Douro team that despite the bad luck with weather we still had a fabulous taste of life on the river and would readily recommend the charter to others, especially if they were looking for something a little different to the usual Med experience.

### THE COSTS

A Greenline 33 is from €1,300 (£970) a week (sleeping four); a Greenline 40 is from €1,700 (£1,270) a week (sleeping six). Fuel, locks, airport shuttle, marinas (except Douro Marina) are not included; all prices are for bareboat charter.

And what about the boats? Well, we got to know both the 40 and the 33 very well, staying on them for multiple nights in all sorts of weather. They are 'home from home' boats so they work very well when the weather hems you in. Even the little 33 swallowed four of us for our day trips with ease and, again, it's all down to the brilliantly sociable layouts.

Both boats felt a bit cheap in places and lack some really basic practical detailing, such as any sort of stays to hold top-hinged lockers open, a real bugbear when you are living on a boat and constantly using lockers. But on the plus side, nothing went wrong on either boat and they just get on with it in a no-nonsense sort of way.

The combination of boat, cruising area and the service from Feel Douro make for a charter with real character. Especially if you like a drop of port. **MBY**  
**Contact** Feel Douro. Tel: +351 220 990 922 Web: [www.feeldouro.com](http://www.feeldouro.com)



Feel Douro has a great setup in the modern marina at Gaia









# TREBLE OR QUILTS

For plenty of space and plenty of punch three is the magic number on Azimut's latest

Text: Alan Harper Photos: Azimut Benetti



When Azimut came out with their triple-engined 55S a couple of years ago, everyone thought the shipyard had lost the plot. A glance into the claustrophobically cramped engine room did little to dispel the notion, but after a tour of the capacious interior down below it all became clear. Three small engines with IPS drives mean that the machinery can be set well aft, leaving lots of space for what owners really want: big beds, fab bathrooms, and room to swing several cats at once.

Exactly the same principle has been applied to the spectacular new 77S, which made its show debut at Cannes last autumn. The engine room is still cramped and claustrophobic, but avert your gaze into the 77S's fabulous interior appointments and you'll soon appreciate the wisdom of the concept. The lower deck is the main beneficiary, of course, and even with two crew cabins sited just aft of midships, the master suite looks and feels exceptionally spacious, with the bathroom and dressing room aft, a dinette and dressing table, and those cool square windows framing the view like your own ever-changing art gallery.

The other cabins don't enjoy quite the same extravagant space as the master, but when you consider that they are all ensuite, they all share headroom of at least 6ft 6in (1.98m) and they all have full-size beds and decent stowage volumes, you begin to appreciate how clever Azimut's designers have been in shoe-horning this calibre of accommodation into a narrow, performance-oriented hull. The interior design, by Carlo Galeazzi, is well up to Azimut's standards. Zebrano veneers contrast with tactile leather detailing, while embossed panelling and reflective surfaces add their extra sense of quality and depth.

## WELCOMING IN THE SKY

The galley is also down on the lower deck. It's more adequate than generous, maybe, but it is very well equipped, and the decision to place it below has paid dividends upstairs, where a domestic-sized dining area and comfortable aft saloon segue smoothly through the glass cockpit bulkhead to create a genuinely impressive single-level entertaining area. An electric awning unrolls from the overhang to shade the cockpit, while sunlight flooding into the saloon through huge side windows is complemented by an unexpected view of the sky from the helm, thanks to a sizeable sliding glass sunroof. Foredeck sunbathing and seating space, complete with 'pram-hood' sunshade, add an extra layer of privacy when in harbour, and the excellent flybridge, although small, is another welcome surprise to discover aboard a hardtop sports yacht.

The tender storage arrangements are impressive, even though they also contribute to the frantically cramped engine room, which with two generators as well as three engines is not a welcoming sight. The garage can take not only a 12ft 8in (3.85m) jet-RIB tender but also a substantial PWC, while the teak-decked garage door makes an excellent relaxation area right down at water level.

The closest equivalent in horsepower terms to the 77S's three 13-litre, six-cylinder Volvos would be a pair of 22-litre MAN V12s, which even on V-drive gearboxes would still need a significantly longer machinery space. There is a weight penalty in having three engines, but it's perhaps not as severe as you might think, while



## A tender touch

The spacious garage has room for a 3.85m jet-RIB tender and a sizeable PWC, plus, when open, the teak-decked garage door is a relaxing water-level spot





The flybridge isn't vast but is a great little spot for keeping the helmsman company on passage



For privacy while in harbour there is nothing better than the foredeck seating space



Dining for eight around a decent-sized table, plus it's close to the galley just down below



*The dining area and comfortable aft saloon segue smoothly through the glass cockpit bulkhead*

Huge windows and an opening above the helm help create a vast sense of space in the saloon



Volvo's claim that a triple installation is more fuel-efficient than an equivalent twin actually turns out to be true – although we didn't see anything near its quoted consumption figures.

A triple IPS installation on a vessel this size is pretty cutting-edge, so we shouldn't have been too surprised to find that on our first test, during the Cannes boat show, the engines weren't pulling their maximum revs and the boat felt distinctly sluggish. A Volvo representative was summoned to explain that it had the wrong props – Q5s instead of larger-diameter, finer-pitch Q4s – and we were invited to the shipyard for another sea trial to evaluate the yacht again.

Fitting the incorrect propellers might seem to be a pretty basic error, but this was the first 77S off the line and it apparently came out about two tonnes heavier than expected. It happens. The yacht was also pretty heavily specified, with the optional Seakeeper gyro stabilisers alone adding an extra tonne to the bottom line. So when we arrived at the yard in Savona, two weeks later, we found that Azimut's engineers weren't taking any chances: not only had they changed the props, they had also removed the jet-RIB tender (325kg) and the Sea-Doo (467kg) from the garage, and drained off about 700lt from the water tank (700kg). Then we had six people aboard rather than 12, and the fuel gauges were reading less than half full, instead of the four-fifths we noted down during the show.

## THE RIGHT PROPS FOR THE JOB

It certainly did the trick. The engines reached their rated maximum, and the boat felt a lot happier than it had done at Cannes, behaving beautifully and posting a top speed on a two-way average of exactly 33 knots. Acceleration was brisk, and handling exemplary – the yacht heeled and turned with the best of them, and fulfilled that potential which is so forcefully advertised by its dramatic and masculine Stefano Righini-styling. Just for fun, we switched off the centre engine. The massive drag of the redundant IPS obviously had a marked effect on acceleration, but the yacht heaved itself up on to the plane and eventually topped out at 23 knots. Not too bad, I thought.

The two sea trials with different props were very instructive, but they also demonstrated how a relatively narrow-beam hull like the 77S's simply doesn't have the load-carrying ability of a beamy yacht such as the Azimut 80, which on a comparable hull length is fully 28in (71cm) wider. Although it offers class-leading accommodation, with four ensuite cabins, owners nevertheless have to remember that loading the 77S up like they would a family flybridge cruiser will have a disproportionate impact on performance. At the very least I would question whether a sports-oriented craft like this really needs the extra weight of the Seakeepers – especially since in order to appreciate the boat's handling at its considerable best we found it necessary to turn the gyros off.

Nevertheless, Azimut appears to be on to something with its triple-IPS concept. The obvious drawback of a cramped machinery space will be more than outweighed for the majority of owners by the internal volume on offer down below, which allows a sports yacht of relatively narrow beam to compete on equal terms with bigger boats. Add to the mix its excellent entertaining areas and uncompromisingly cool looks, and it seems inevitable that the 77S is likely to become a familiar sight among the Med's more chic harbours.

Lost the plot? I don't think so. The only thing Azimut has lost is its inhibitions. **MBY**

**Contact** [www.azimutyachts.com](http://www.azimutyachts.com)



### *A step above*

The staircase down to the lower deck is a nice superyacht touch and the expansive glazing overhead allows plenty of light to flood below decks

Could there be a better spot for breakfast?



The VIP cabin tucks up into the bows and has headroom of at least 6ft 6in







The owner's suite is a masterpiece, featuring a bathroom, dressing room, dinette and dressing table, plus acres of floor space and those wonderfully cool square windows

## THE DATA

### SPECIFICATIONS

**DRAUGHT** 5ft 5in (1.64m)

**FUEL CAPACITY** 924 imp gal (4,200 litres)

**WATER CAPACITY** 242 imp gal (1,100 litres)

**DISPLACEMENT** 56 tonnes (full load)

**TEST ENGINES** 3 x 900hp Volvo D13 IPS

**OPTIONAL ENGINES** none

**TOP SPEED ON TEST** 33.0 knots

**CRUISING SPEED** 20-30 knots

**PERFORMANCE** (range on 80% fuel)

**2,350RPM** 33.0 knots, 111.5gph, 0.30mpg, 219nm

**2,250RPM** 30.8 knots, 101.4gph, 0.30mpg, 225nm

**2,000RPM** 25.3 knots, 72.6gph, 0.35mpg, 256nm

**1,750RPM** 20.5 knots, 56.7gph, 0.36mpg, 267nm

**1,500RPM** 15.7 knots, 39.1gph, 0.40mpg, 296nm

**1,250RPM** 12.5 knots, 25.5gph, 0.49mpg, 362nm

**1,000RPM** 10.5 knots, 14.1gph, 0.74mpg, 550nm

**DESIGNER** Azimut

**PRICE** €2.85 million ex VAT (approx £2.63 million inc UK VAT)



LENGTH OVERALL 77ft 5in (23.60m)

BEAM 17ft 11in (5.48m)

*Acceleration was brisk and handling exemplary – the yacht heeled and turned with the best of them*

Azimut's triple propulsion seems to have paid off with the 77S





# THE EASTERN FRONT

Having made it to Russian waters in one piece, all that stands between the Marlow and Moscow is 900nm, 21 vast locks and some of the largest lakes on the planet

Text and photos: **Thomas Kittel**

**A**fter 18 months of planning and preparation, numerous challenges and a four-week cruise from Rostock along the Baltic Coast in unsettled weather we are docked in St Petersburg Marina impatiently waiting to move further on into Russia. Our ambitious goal is to reach Moscow and we do not know of anyone, except the German sailing legend Rollo Gebhard, who has undertaken this adventure before. Our obligatory Russian pilot, Boris, applies for permission for our night passage through the raised bridges of the Neva River, which splits the tsar city in two. We are assigned a Russian pilot and the time at which we are supposed to show up at the first bridge. From here the daily convoy starts upstream – our position in the convoy will be communicated shortly before departure. At this time of year the sun doesn't dip beneath the horizon and the city throws itself into a few weeks of White Nights festivities. We couldn't have imagined a more spectacular start to our Russian adventure – the silhouette of the city is illuminated on both sides and the many tourists on foot or on excursion steamers create a festival atmosphere. Despite the weather gods sending us strong headwinds and autumn-like temperatures just in time for the passage (to such an extent that we have to lend one of our wet weather jackets to the pilot) our excitement outweighs the rigours and we enjoy this unique nocturnal spectacle. Now we are really in Russia!





Ahead of us awaits 1,800nm on Russian inland waterways before we return about six weeks from now. Our route to Moscow leads through a system of rivers, canals, huge natural lakes and artificial reservoirs as well as numerous big locks. Since the Volga-Baltic Waterway is almost exclusively used by Russian cruise ships, tankers, freighters and push tugs it is broadly developed and well buoyed. Outside of the metropolitan areas of Moscow and St Petersburg pleasure boats are hard to find – and those under a foreign flag are nowhere to be seen.

Most likely this is the reason why on the whole route we find only a few signs of a rudimentary maritime infrastructure, one or two exceptions aside. When we depart in the mornings it is often unclear where we will find a docking place at night and most of the route is new to our fixer Boris too, so we can't expect much help from that end. Even more unusual is that, during our first night, we learn that an apparently empty berth does not necessarily stay that way for the whole night. So after only three hours of sleep we are forced to start the engines again and, dead tired, move our ship several miles upstream. It's not our only experience of this nature.

## SUPERSIZED LOCKS AND LAKES

The Neva River from St Petersburg keeps flowing strongly against us with the current reaching more than 5 knots at a bottleneck. Up to where we enter Lake Ladoga near Shlisselburg civilisation surrounds us, then the scenery becomes more remote and wild. Lake Ladoga is the largest fresh water lake in Europe with a maximum depth of more than 700 feet. The lake – you could almost say sea – stretches about 135 miles to the north and is about 70 miles broad at its widest.

On our trip upriver we stay in the southern part of the lake and leave it near Sviritsa to continue upstream on the Svir River. We meander along the river, through sparsely populated areas with seemingly endless coniferous forests on both banks, that connects Lake Ladoga to Lake Onega, the second largest European lake. At almost 4,000 square miles it is roughly 18 times the size of Lake Geneva, Lake Balaton or Lake Constance. Among its numerous islands is Kishi with its famous wooden churches, listed as a UNESCO World Heritage site – we plan to visit the Kishi Islands on our return.

But now we have to get acquainted with the first of more than 20 huge locks that we have to negotiate on our way to Moscow. They each measure up to 1,000 feet long, are 60-100 feet wide and have a lift of between 20 and 50 feet. These locks are built for commercial traffic so moving through them is strictly controlled, and it is here where it becomes blindingly obvious why the officially requested escort of a Russian-speaking person with a boating licence is a must. The running VHF communication with the lock personnel and other officials makes his presence indispensable. Usually we are locked together with other commercial ships. The Russian captains eyeball us 'exotics' with great interest and often give us a friendly wave. Once in a while someone asks via VHF which country our flag represents.

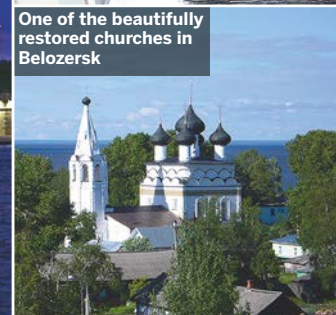
After the summer temperatures at the end of May the weather in June completely turns – cool, rainy and, at times, very windy. We almost feel at home but would certainly prefer a little more warmth. In this dull atmosphere we reach Vytegra – the first small city in



Russia where we plan to explore on land. Our visit starts by docking at an old crumbling concrete pier with rusty bollards – other than that, there is no water, no electrical power and no infrastructure. As

we dock the boat an overdressed lady shows up and explains that the fee for this place will be 4,000 rubles (£39). Of course this is an extortionate price justified by nothing at all but it gets even better. The price holds true for 12 hours only she adds, which makes it 8,000 rubles (£78) for the whole night. We point out to the lady that we will begrudgingly pay the requested 4,000 rubles but not a single ruble more – otherwise we will depart immediately. After endless phone calls the lady comes back and agrees. But as penance, we have to move our boat to an even more dilapidated pier close by. After all our negotiations, we get three copies of an official form with lots of details, stamps and signatures for our money. And with a friendly smile the lady wishes us a nice stay in Vytegra.

The place turns out to be a mishmash of buildings with different styles and ages, cobbled together without the slightest charm. Apart from the main streets, the roads don't have pavements. We tramp through holes and puddles and finally find shelter from the rain in a so-called 'café'. The café is located in the basement of a large ugly building and looks as if it has been fitted out with second-hand furniture. But to our surprise the coffee and cake taste really good! More often than not, we find we shouldn't be fooled by first





impressions. Many coffee shops and restaurants – often even shops – offer very good quality hidden in unattractive and carelessly decorated surroundings. It remains unclear to us whether this lack of marketing is a question of money or attitude – or maybe both.

After passing through the Vytegra Canal and the Kovsha River we reach the almost circular White Lake – not to be confused with the White Lake in Eastern Siberia or the White Sea near Archangelsk. Due to its emergence during the ice age the lake shows an unbelievably constant depth of around 17ft; at first glance we think our depth-sounder is broken. The weather is getting warmer again and after some small thunderstorms the sun shines on us from a light blue sky. The White Lake, with its chain of hills on the northern shore, seems to be welcoming us. Our destination for today is Belozersk on the southern shores – a small town with a great history. In former times there were 11 churches in this small town, some of which have survived the communist times. One of the beautifully restored ones is located in the impressive *kremlin* (castle), which is surrounded by a huge dyke.

## RUSSIAN HOSPITALITY

Belozersk turns out to be a lucky find and is a total contrast to Vytegra. A well-kept silhouette – free of industrial chimneys and apartment towers – greets us from a distance. The pontoon bridge at the harbour entrance is opened with a smile and a place to dock is recommended in front of a green house. The harbour is located at the ancient Marien-Kanal System, which was the tsars first attempt to build a Volga-Baltic Waterway. The harbour pier looks new and well maintained, and a paved mile-long promenade, with wrought iron fences and an Art Deco clock, looks inviting for a walk.

The green house turns out to be a small hotel and the owner, who looks more like a worker, helps us with the ropes and gives us a friendly welcome. Through several extension hoses we take on water from his hotel and are allowed to use his *banja* (sauna). After this warm-hearted welcome we decide to stay for another night and Andrej promptly invites us to a fish dinner on the next evening. He prepares the *ucha* (fish soup) himself as well as a huge *sudak* (pike-perch) from the White Lake smoked on an open-air grill. Along with the ongoing and obligatory vodka drinking we spend one of our most charming Russian nights of the whole trip in Belozersk.

When we make moves to cover our costs we learn another lesson about the proverbial Russian hospitality: if nobody asks for money it's an invitation and you had better refrain from offering any money as doing so might be considered an insult.

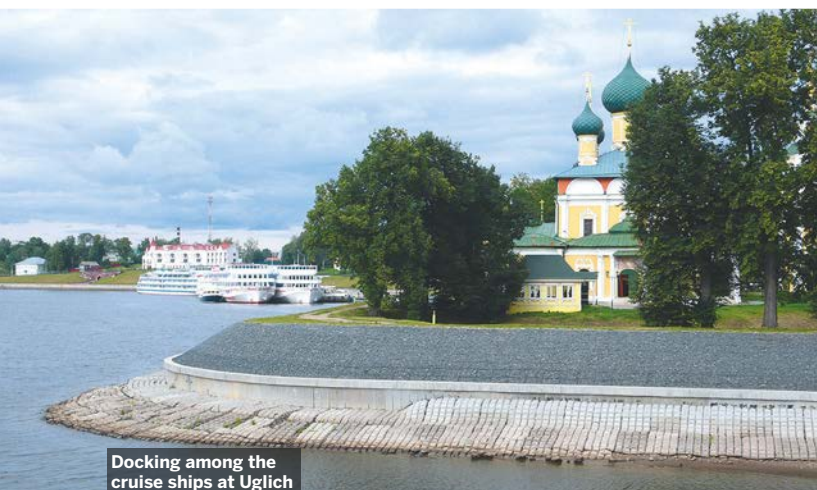


Azura passes under Palace Bridge in St Petersburg, overlooked by the Kunstkamera Museum

The closer we get to Moscow the warmer and more pleasant the weather gets. We follow the solidly meandering Volga River up to Uglich, which, due to its numerous marvellously restored Russian churches, represents one of the most popular stops for the large fleet of passenger cruise ships. Since there are no berths for pleasure boats here we make a gentlemen's agreement with the cruise ship dispatcher; we can use the excellent cruise ships' pier once they have left in the evening – they cruise mainly at night. The cost is 9,000 rubles (£90) with receipt or 5,000 rubles (£50) without. We quickly come to an agreement without too many formalities...

Before we leave the Volga River and turn off into the Moscow channel we moor for an overnight stop in Kimry. Clearly someone is keen to show that even before we reach the megacity of Moscow, Russia is capable of offering something like a yacht harbour that lives up to our expectations – it's a wonderfully maintained facility on the steep banks of the Volga River with a helpful harbourmaster, office, power, water, infrastructure, Wi-Fi, grill area, restaurant – and guards. We show our documents and pay 2,258 rubles (£22.50). While we have no expectations of Kimry as a town we feel like a million dollars in this harbour.

There are just two days of cruising left between us and our ambitious goal of Moscow. While the remaining distance is only



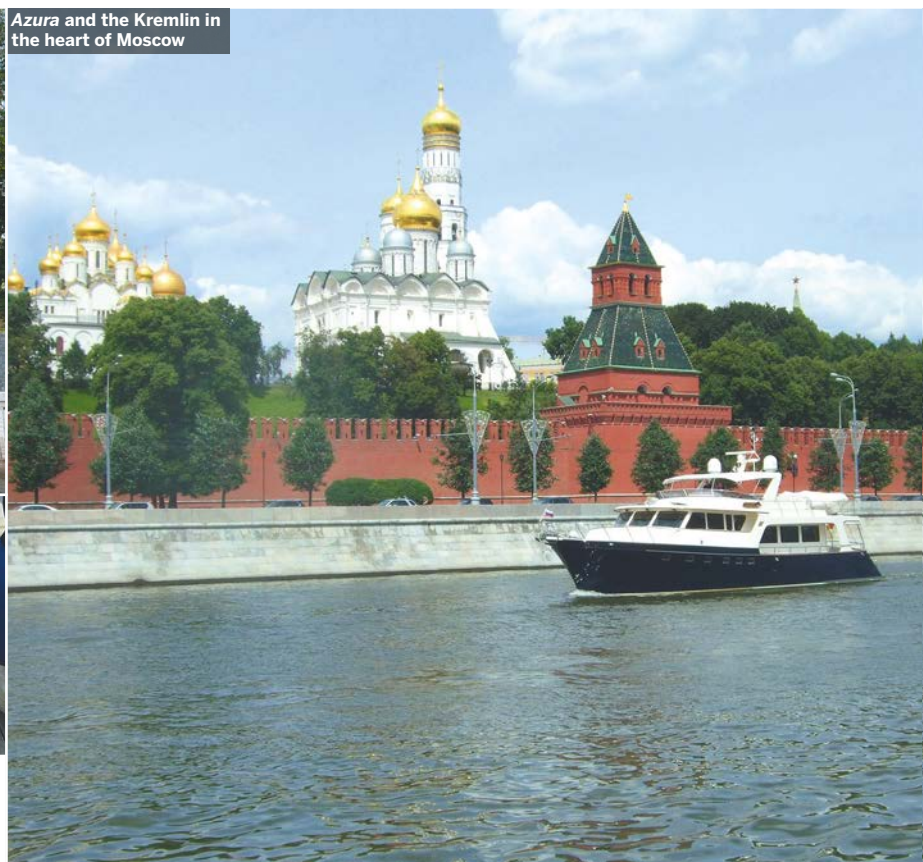
Docking among the cruise ships at Uglich



The grandiose yacht harbour in unassuming Kimry



The fenders take a battering in one too many locks



Azura and the Kremlin in the heart of Moscow





Just one of the very large cruise ships we passed en route to Moscow



Settling in and watching the sun set

80nm we have to pass through six large locks with their unpredictable timing so as the evening draws in we moor at a soulless pier between two locks. Unfortunately, we hadn't reckoned on our host. Just as we are getting comfortable after dinner we are roused via radio. The lock authorities have recognised that we did not arrive at the next lock as expected and we are told in no uncertain terms that mooring between the locks is prohibited. Although there are several miles between the locks, the channel is broad, nobody is hampered and it's gone 8pm, we have to take off again and follow a slow-going push tug. We still have four of the huge locks in front of us, it starts to get dark and a berth at the end of the day's cruise has not been scouted out yet. For the first time an uneasy feeling creeps up my chest, especially since we have no experience of cruising at night.

## MOSCOW IN OUR SIGHTS

Very quickly darkness sets in, bringing coldness and wetness with it. Tired and slightly frozen we leave lock number six, after an additional six hours of cruising, at 2am. After the incandescent brightness of the lock chamber total blackness surrounds us in a heartbeat, and this is the moment for Boris to throw himself into the breach with all his experience. On the map we have identified a possible berth and the controller of the still-near lock gives his

blessings for us to moor up. Using our searchlight for the first time we manage to find the place and approach a pier which, contrary to our expectations, looks very neat – almost too good to be true. After we have moored the boat, two young men with beer cans in their hands emerge from the dark bushes on the bank. Boris calmly talks with them and after a couple of minutes they disappear again into the dark of the night.

The next morning – we cannot have slept for long but the day is already dawning – we awake to the squawking of a loudspeaker. Assuming the noise is nothing to do with us, we go on deck to take a look just in case. What we see wakes us up in a second – we are slowly drifting down the middle of the busy waterway in front of the bow of a fully laden tugged barge. The tug captain has fortunately seen us in time, stopped and is trying to banish us from the middle of the waterway via loudspeaker. Although we are completely shocked, we react like robots, start the engines and leave the waterway as quickly as we can.

## *With this adventure shaking us to our core, we arrive, exhausted and unwashed, in Moscow*

Apparently, someone has unleashed our motor yacht and let us drift off. Nothing is damaged or stolen – the ropes are hanging, neatly arranged over the sides as if done by professionals – but it's a startling beginning to the day of our 30th wedding anniversary.

With this adventure shaking us to the core, we arrive, exhausted and unwashed, at the Royal Yacht Club in Moscow. In reality, this is not a club as we know it but the name of a wonderfully located marina in the heart of the Russian capital. The RYC's main building hosts a first-class restaurant and has a very unusual architecture. We learn that it was built into a former stand constructed decades ago to watch watersports events on the lake before the whole site was exposed to decay during communist times.

Slowly our spirits revive. The RYC offers everything you can expect from a marina, is professionally managed, and the price is great value compared to our previous experiences. Here in the Russian capital of big business we would have expected completely different conditions. But then this is Russia – a land of extremes where a lot of money for nothing and a lot of service at almost no charge sit comfortably side by side.

While the city centre of Moscow can easily be reached by Metro, from our berth we're looking out on a large expanse of water, a lot of green and some distant multistorey buildings. This charming situation is complemented by top weather conditions – the temperatures are above 30°C. Every time we look around, wearing shorts and T-shirts and with a drink in our hands, we struggle to believe that this is really Moscow and not the Mediterranean. Our running gag is Côte de Moscow – and there is a large element of truth in it.

But the summit of our trip still awaits us – we want to cruise on *Azura* to the Kremlin and have some pictures of our boat taken in front of the world-famous silhouette, with its brick walls, red towers and golden church domes, as a trophy. So we set off through five additional locks to the Moskva River and then a further 17nm down the river. Moscow, with its approximately ten million inhabitants, presents itself as a boom town – construction sites are everywhere. Besides the classic old city centre and the numerous faceless suburbs a modern business quarter has emerged from the ground, and the architecture somehow reminds us of new-age Shanghai. A friend of Boris's takes marvellous pictures of us and our *Azura* in front of the sights – we probably will be here only once in our lifetime. Despite a slight grounding on the rather shallow Moskva River we are completely happy and head back to the RYC very satisfied – our mission is complete. **MBY**

**Next month:** Returning to Rostock – via Scandinavia



Modern Moscow, reminiscent of Shanghai



# SAGA 365

Serious Scandinavian seakeeping meets with a dash of style and a wallop of comfort

Text: Nick Burnham Photos: Nick Burnham & Saga



**A**t 20 knots through a Norwegian archipelago, running smoothly across mercury grey water in this five month old Saga 365, I notice the engine hour meter is reading 130 hours – that can't be right! Saga sales and marketing director Solve Refsnes smiles. "We have a boat one month older with 280 hours on it." Welcome to boating Scandinavian style and the new Saga 365.

Like their neighbouring Finns and Swedes, Norwegians really use their boats, and as a result their craft are workhorses, not show ponies. Actually, workhorse is unkind. The 365 isn't going to win any beauty pageants, but the solid, practical-looking exterior sets

you up perfectly for what's coming. Step aboard via an integral bathing platform and you'll find big chunky steps each end leading to wide side decks. At the sharp end the foredeck is flat and features two deck hatches but, on this Scandi-spec boat, no anchor or winch (both are fitted at the stern as options, allowing the boat to be anchored nose in, giving access via the split pulpit to the many rocky islands that surround this area).

## HARD AT WORK

Beneath the waterline the 365 sports what Saga describes as a semi-planing hull. It allows planing speeds and trim angle, but includes a skeg at the aft end to protect the propeller and rudder; yet more practical thinking. In line with current fashion for sub 40-foot boats from this region, single engines

are the order of the day. Our test boat is fitted with the largest Volvo Penta option, the D6-435. Smaller 370hp and 330hp versions of this engine are the alternatives. However, with a price difference of £5,000 between smallest and largest, it's hard to countenance anything but the 435. Or you can spec a Yanmar 6LY3-ETP giving 466hp. Whatever your preference, the drive configuration stays the same, engine mounted back aft beneath the cockpit, gearbox ahead of the motor and driving the shaft through a V-drive unit. Lift the centre hatch and you'll find the motor tightly boxed in, aiding soundproofing and allowing the outer edges of the engine room to be used for storage.

The cockpit is surprisingly large for a deck saloon layout – many boats of this size and type major on the interior, the outside area



The smart saloon is perfect to hole up in on colder days, or open up and shoot the breeze in on warmer ones

The compact but comprehensive starboard-side galley has a three-burner hob and gas oven



*Head inside through the sliding glass door and you'll discover an airy saloon with big windows*

Dining is available either in the saloon or in the cockpit on the optional teak table

The helm is a commanding spot, as befits the boat, with fantastic visibility

reduced to a token space. There's a comfy dinette trimmed in Alcantara and real teak on the floor. Head inside through the sliding glass door and you'll discover an airy saloon with big windows and sliding skylights. Rich warm teak is again very much in evidence. As well as the furniture, you'll find it on the floor, around the pelmets and even fillets of it in the ceiling housing LED lighting, all dimmer controlled. A generous U-shaped dinette to port is the living and eating space, with the galley lining the starboard side of the saloon. Storage takes the form of large soft-close drawers and a 130-litre fridge, while a three-burner hob and gas oven take care of the cooking. At the forward end the dinette backrest cantilevers aft to create a double forward facing seat alongside the helm.

## UP TO EXPECTATIONS

But it's the (carpeted) lower level that arguably makes the most of that rearward mounted motor. By freeing up the space beneath the saloon, Saga has been able to work in a surprisingly generous guest cabin that houses both a double and a single berth, separated by a half bulkhead. Headroom is inevitably limited over the beds but the lobby area, where you need it most for dressing, is a good 6ft 6in. Storage is the only limiting factor in here, with just a wardrobe, a small locker and a space at the foot of the bed, which accesses plumbing and electrics but can be used for a little further storage space.

Putting the guest cabin so far aft has allowed Saga to pull the forward bulkhead back, gifting the master cabin a proper central island double bed. Owners also fare

far better for storage with two large lockers (one shelved, one hanging), and big drawers under the bed. It's probably the right compromise – Saga boats tend to be popular with 'empty nesters', couples with grown up kids that, as a result, tend to use the guest accommodation more sparingly than younger families might.

The last area down here is the heads. It lacks ensuite access but it's a great size, big enough to gain a separate shower area and benefiting from the same generous headroom as the rest of the boat.

So, sensible, well laid out, nicely put together and easy to use, the interior is exactly what you'd expect from a Scandinavian deck saloon – and frankly, so is the drive. The stern thruster augmenting the standard fit bow thruster of our test boat is

SEE THE VIDEO



mb.com/sag



*The interior is exactly what you'd expect from a Scandinavian deck saloon*

The cockpit is a decent size, not an afterthought as so often can be the case

an option, but given the limited manoeuvrability choices that a single shaft grants the helmsman compared to a pointable stern drive or the leverage of twins, it's a very useful one. Certainly it makes the task of wriggling out of the tight confines of the large marina in Asker an easy one.

The Oslo archipelago is made up of about 40 islands, widely spaced compared to many Scandinavian archipelagos, giving large expanses of water for us to play in. Last time I was here it was early summer and the sun was out, this time it's late September and even the normally verdant low green hills that surround Oslo look bleak and grey under heavily leaden skies. It's like seeing the world in monochrome and I'm very grateful for the deck saloon that surrounds me, more still for the Eberspächer control on the dashboard that records the interior temperature's climb to a balmy 22°.

A kayak zone (ironically, Solve tells me, the only place you never see a kayak on the water) limits the speed to 5 knots as we head out into the maze of inlets and islands. Immediately that shaft and stubby skeg and rudder make their presence felt via unerring directional stability that, even at this low speed, almost makes the autohelm superfluous. The Volvo Penta trip computer makes interesting reading

too – at tick-over we're burning just over a litre an hour. Picture a pair of small 500ml Evian bottles filled with diesel. It's hard to imagine that being enough to keep a 5.5-litre straight-six engine turning over for an hour, much less push a seven-tonne boat over four miles. Given that the fuel tank is 600 litres, you could theoretically travel 2,500 miles before spluttering to a halt! It'd take nearly a month though, and I have a flight to catch at five so, finally clear of nonexistent kayakers, I give the throttle lever a nudge.

## FACTS AND FIGURES

You'd think putting the engine back under the cockpit would result in leaving the sound behind but in fact it is surprising how the noise resonates through the vacuum-infused hull. In fact it is hard to tell where the engine actually is by noise alone. That said, it's still a commendably quiet cruiser, noise levels never breaching 80dB(A) even flat out at 27 knots.

3,000rpm equates to 21 knots and seems a natural cruising gait, although you can add or subtract two or three knots without vastly impinging on the range. It's burning 52 litres an hour at this speed, which is, near as makes no odds, 2mpg. Indeed, if you look at the range figures, it's a pretty linear curve with no

obvious inefficient hump speed. Slow down a bit – go a bit further; speed up a tad – use a little more fuel. Saga refers to the hull as semi-planing, and indeed it does do that odd bolt upright cornering that semi-displacement boats tend to do, but from inside and out it looks and feels just like a planing boat. Maybe Saga has quietly cracked that 'hybrid hull' thing that so many manufacturers claim today as they clamour to scramble aboard the green terminology bandwagon.

Back at the helm and away from bald figures all is good. Referring to my perch as a helm seat sells it short, this is a helm armchair, a place to relax and watch the archipelago slide seamlessly by in widescreen, courtesy of deep wrap-around screens, slim mullions and a flat planing attitude. Two huge pantograph wipers with built-in washer nozzles maintain visibility on the outside, and six demisters (linked to the hot water system rather than relying on the Eberspächer) keep the insides clear.

Need a little fresh air? Open one of the two sliding side windows or slide back either overhead skylight. Want a little warmth? Nudge the 'up' button on the spookily silent running and efficient heating system fitted as standard. Your friends or family can join you on a comfy double seat by flipping the forward dinette backrest back, sprawl on the settee or enjoy the wake rushing into the distance out in the cockpit.

## VERDICT

This then, is what this boat does. It puts you out on the water irrespective of season, precipitation or climate. It makes passage-making a doddle and provides a comfortable home from home upon arrival. It's a boater's boat rather than a holiday home, an eager workhorse, not a show pony that impresses at boat shows only to fall short afloat.

And suddenly that 130 hours on the five month old engine hour clock looks like what it is – just the beginning. **MBY**

Contact [www.wessexmarine.co.uk](http://www.wessexmarine.co.uk)

## THE DATA

LENGTH OVERALL 37ft 1in (11.3m)

BEAM:  
11ft 6in  
(3.5m)



There's plenty of space around the boxed in engine for storage and access for servicing

The mid cabin has an unusual double/single berth configuration, with the beds separated by half a bulkhead

For a boat of this size, the heads is spacious and has a separate shower stall

### FUEL CAPACITY

132 gallons (600 litres)

### WATER CAPACITY

66 gallons (300 litres)

### DRAUGHT

3ft 11in (1.2 metres)

### RCD CATEGORY

B for 10 people

### DESIGNER

Geir Arnestad Design  
& JIB Design

### DISPLACEMENT

7 tonnes





Plenty of storage (just out of view) and decent headroom make up the master cabin



A half bulkhead separates the single and double berth in the cosy guest cabin



For the size of boat, the heads is excellently equipped with a separate shower cubicle



## THE HELM VIEW

Compass tucked far away at the base of the windscreen

Raymarine E-Series navigation screen well located to see and use

The optional teak helm panels are let down by these exposed screw heads

Eberspächer heating effective and essential this far north this late in the year

## PERFORMANCE

**TEST ENGINES** Volvo Penta D6-435. 435Hp @ 3,500rpm. 6 cylinder, 5.5 litre diesel

### MBY TEST FIGURES

	600	1,000	1,500	2,000	2,500	3,000	3,500
RPM	600	1,000	1,500	2,000	2,500	3,000	3,500
Speed	4	6	8	10	15	21	27
LPH	1	3	10	22	38	58	84
GPH	0.2	0.7	2.2	4.8	8.4	12.8	18.5
MPG	20	8.6	3.6	2.1	1.8	1.6	1.5
Range	2,112	908	380	222	190	167	158

### Sound levels dB(A)

	55	55	64	68	73	77	79
Sn	55	55	64	68	73	77	79
Cpt	49	65	72	76	78	83	86
Hlm	57	57	63	67	73	75	78

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. \*Calculated figures based on manufacturer readings, your figures may vary considerably. All prices exclude VAT. 80% fuel, 40% water, 2 crew + minimal stores. 5°C air temp, calm sea, F2 for speed trials

## THE COSTS & OPTIONS

Price from	£225,350 (D6-330)
Price as tested	£268,530 (D6-435)
Electric anchor winch pack	£3,120
Aft thruster	£3,310
Raymarine E165 plotter	£2,980
Raymarine Radome 4kW	£1,200
Raymarine Autopilot	£2,560
GRP seating in aft cockpit	£1,620
Antifoul	£1,925
Teak aft cockpit sole	£2,930
Aft camper cover	£1,855

— = Options on test boat

BOAT REPORT  
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# BOATMASTER

ALL YOU NEED TO KNOW ABOUT BUYING, EQUIPPING AND RUNNING A BOAT

## THIS MONTH

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Investigating new arc-of-circle hull forms in Iceland and a new digital petrol engine from Mercruiser **76**

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Continuing our new series, we're on the hunt for metal marvels this month **96**



The Broom 50 – an aft-cabin cruiser with a loyal following

A seaplane cuts through the harbour in Alicante



## ASKMBY YOUR QUESTIONS

*Seaplane negotiations; red diesel; weighty Nordhavns*

### RIGHT OF WAY

We returned one day from a beautiful but blisteringly hot day's boating to find that the hillside adjacent to our marina in Spain was on fire. First, the bad news – our home near Alicante lies up on the aforementioned hillside. The good (if slightly unnerving) news was that a bright yellow seaplane was flying through the marina, scooping up water and then dumping it on the hillside – directly on top of our home we hoped.

Although we charter powerboats, we were actually sailing that day as we drifted back into the marina and were wondering what the Colregs have to say about this situation. Should sail give way to power when it's a seaplane? And would our situation be any different in a powerboat? **Adrian Lee** I suspect what you saw was a WIG (wing in ground) plane that 'flies in close proximity to the surface by utilising surface-effect action'. But whether it was a WIG or a straightforward seaplane, in simple terms they're supposed to exhibit 'good conduct and practice' and 'keep well clear of all other vessels and avoid impeding their navigation'. Strictly speaking, they're also supposed to exhibit particular lights and shapes.

So it would seem you had right of way. Curiously, I could find no reference whatsoever to my own rule

that says 'gigantic yellow things weighing hundreds of tonnes and going like the clappers' should be avoided at all costs. In light of your letter, I intend to contact the relevant authorities and suggest this very amendment to rule 8; action to avoid collision. **Dave Marsh**

### IN THE RED

I'm planning a booze cruise to France to stock up on cheap plonk for my daughter's wedding, but my tanks are full to the brim with red diesel. Is this likely to get me into trouble with the authorities when I get across the Channel? **Mike Penfold** Don't let the problem of legislation put you off crossing the Channel. While buying rebated diesel for recreational boating purposes is illegal in France, they don't have a problem with British boats arriving with red in their tanks. Provided you have kept your receipts to prove that the fuel was bought in the UK and you aren't carrying any spare red in jerry cans, you should be fine.

Either way it's advisable to top up with white diesel in France to show that your intentions are pure. Their prices

for white diesel are similar to ours for red, so you don't need to worry about paying over the odds for it.

Remember to take your Part I and Part III Small Ship Registry documents with you. These will help prove the origin of your boat as well as reassure the authorities about the likely source of any red diesel in the tanks. Other important paperwork to remember includes your VHF licence, ICC certificate, insurance documents, EHIC cards and passports for every member of your crew. Proof of VAT status is a hotly debated subject on the mby.com forum but the RYA still advise taking it. Bon voyage! **Chris Jefferies**

### WEIGHING ON MY MIND

Very droll, comparing a Sunseeker 75 with a Nordhavn 76 (MBY December 2014) but it did make me wonder where all the extra weight on the Nordhavn 76 comes from? The twin 1,622hp engines on the Sunseeker must be far heavier than the tiny 400hp diesels on the Nordhavn, and Sunseeker's classy furniture and fit-out is surely no less substantial than the Nordhavn's, so where does the extra 69 tonnes come from? **Thomas Morris** Don't forget that the Nordhavn 76 is a more voluminous boat, so that accounts for some of the weight. There is more engineering in the trawler too – far bigger fuel tanks and so on, and a secondary machinery room. The 76 also has 12 tonnes of lead ballast, to increase stability and trim each custom-built boat. However, a very large part of the 76's great mass comes from its extraordinarily beefy glassfibre laminates. The various core samples I've seen over the years are around 2in (50mm) thick – solid that is, not cored. No wonder Nordhavn's boats never creak. **Dave Marsh**

The weighty and voluminous Nordhavn 76



*Either way it's advisable to top up with white diesel in France to show that your intentions are pure. Their prices for white diesel are similar to ours*



# NEWTECH

*The latest marine engines and innovations*



Our Technical Guru  
**Dave Marsh**  
Email: mby@timeinc.com



This is the prototype 12m Thorbjorg, testing with the Icelandic coastguard on a calmer day. It looks like a RIB, but is actually a normal boat with a big solid collar

## The Rafnar OK Hull

*Inspired by a 19th century Swedish inventor, Rafnar's unique arc-of-circle hull forms are truly one of a kind*

### SCENE 1, RAFNAR'S BOARDROOM

As I sat in Rafnar's boardroom in chilly Reykjavik, studying models of the radical new hull forms that this Icelandic company has developed, I would never have guessed that they were inspired by ground-breaking sailboat designs created by a famous Swedish inventor called Fredrik Ljungström (see 30 Second Briefing over the page) whose innovative work I studied at college 37 years ago. That's right, although the two boats I was about to test with the Icelandic coastguard were 40 knot powerboats, their hull forms are inspired by displacement sailboat forms.

The driving force behind these OK Hull designs is Össur Kristinsson, an

inspiring gentleman with a passion for boating who seems to have owned nigh on everything from a self-built Canadian canoe to a 40-metre motor yacht. And although Össur's designs are very significantly modified adaptations of a simple 19th century idea, he self-effacingly acknowledges his original inspiration in Ljungström.

Fredrik Ljungström designed all manner of things, but among his lesser known works was his 'arc-of-circle' hull shape. He reasoned, entirely logically, that the more gently you asked the water flowing around a hull to change direction, the less disturbance it would create. Logic again dictated that, straight line aside, the arc of a circle would present the least disruption. But

don't imagine that this applied simply to the transverse cross sections, these gently curving arcs also ran fore and aft along his boats.

That principle, in very simple terms, underpins the thinking behind Rafnar's new patented hull form. Faced with various spray rails and knuckles and unusual bow shapes for the eye to contend with on the 10-metre RIB (see the white hull shape images right) it's difficult to distinguish the underlying arc-of-circle form clearly. But it becomes much more evident if you examine the black hull mould from the inside.

Rafnar is not claiming that its hulls are low drag forms offering improved fuel efficiency. Instead, it maintains that

its unusual hull shapes slip through the water more comfortably than conventional deep-vee forms, that they remain glued to the water instead of bouncing painfully over the top, and that its hulls are particularly stable and unperturbed under way. In short, that their rough weather seakeeping is better. And to prove a point, it gave a boat to the Icelandic coastguard (who drove it for 3,000 test miles), before asking us to join the coastguard for a shivery test in January.

### SCENE 2, RAFNAR'S CHANGING ROOM

My assertion that I should wear Musto's snazzy new Arctic Pro jacket, something I'd bought specifically to



The transition from low speed to high speed (below) is seamless – there's no planing hump evident



Photo: Thorsteinn Joninsson



This is yours truly driving the 10m Leiftur RIB. Although both boats generate a deal of spray, it invariably blew sideways, not back on board

Photo: Colin Squire

Iceland to test, is swiftly overruled when a blizzard descends on Reykjavik. Instead we're obliged to don bulging survival suits and crash helmets. Looking like a yellow hobbit with attitude, I head out of the harbour on board the prototype 10-metre Leiftur RIB, complete with its attractive icing. The first noticeable trait is that the boat has no perceptible hump whatsoever. With various auto-trim systems now

able to help uncooperative pleasure boats on to the plane, that is still a great quality to have in any craft but probably not crucial to leisure boaters simply wanting to go fast all the time. For any commercial users such as the coastguard, though, it's a godsend to be able to drive at the precise speed necessary for the manoeuvre in question (e.g. coming alongside a moving vessel) completely

unconcerned by the usual irritant of suddenly dropping off the plane, or having to floor the throttles just to regain a smidgen of lost speed. More leisurely boaters will appreciate this handling characteristic too.

Compared with, say, a 10m Scorpion RIB, the 10m Leiftur unquestionably feels more glued to the water. Still, it is difficult to know exactly what to attribute this to; hull shape, weight or

both. Rafnar's 10m boat weighs around 4 tonnes loaded, compared with the 3 tonnes that, say, a 10m Scorpion would weigh with the same twin 250hp Yamaha outboards and full fuel. If I designed a 4 tonne 10m RIB, I'd also expect it to feel more planted that a lighter 10m Scorpion. I personally feel this doesn't matter, the fact is that this unusual hull shape does achieve what its creators are suggesting it does.

As well as feeling firmly planted, the Leiftur proved completely unflappable. Hurling it into full lock turns at the boat's top speed of around 40 knots did not upset its composure one jot. Weaving wildly through confused wakes and cornering hard on the top of waves again left it completely unruffled. The hull form may be unique, but it definitely takes good care of its occupants.

I also tested the 12-metre Thorbjorg, which looks like a RIB but is actually a conventional boat with a big solid collar. In most ways it behaved like its sibling. Like the Leiftur, it exhibits low running trim and has an unusually small flat wake. Both generate more spray than a conventional RIB, but this is quickly flattened and never seems to find its way back on board even in windy conditions. However, the prototype Thorbjorg was less refined and developed than its sibling. With build speed and cost in mind, Rafnar builds its numerous prototypes using glassfibre spray layout – the fastest but



Although the stern of the 10m RIB is a conventional deep vee, Rafnar's innovative arc-of-circle theories result in this radical shape forward and amidships





floppiest form of construction – and that could be felt on board the bigger boat in the form of shimming as the boat hit the bigger lumps. And while the exemplary propellers on the 250hp Yamaha outboards felt perfectly tuned to the boat, the props on the huge Konrad sterndrives on the Thorbjorg seemed comparatively vague at times when asked to transmit the 500hp per side into the water. That limitation wasn't helped by sterndrive trim controls that weren't working properly. Trim tabs might have compensated, but curiously, neither boat had any form of interceptor or trim-tab to level the boat in a crosswind. Okay, we didn't seem to need them, but given the hull's nonconformist shapes, it would have been instructive to study the sometimes unpredictable interaction between hull form, loading, crosswinds, trim tabs and engine trim.

### SCENE 3, COASTGUARD HQ

Back in the warmth of the coastguard's HQ in Reykjavík, we're given an update on its experiences with the 10m RIB. In short, the extensive testing it has undertaken in and around the exposed Icelandic coastline has left it so thoroughly convinced by the boat's all-round abilities that it has now ordered its first production 10-metre

This is the voluminous 15m Jokla cruiser, which is powered by Zeus pod drives



Leiftur RIB. This is very similar to the prototype I tested but with modifications that include moving the fuel tanks aft, raising the forward freeboard, and constructing the boat using resin infusion instead of the prototype's spray layup. I'm convinced that all these refinements will improve the boat further, perhaps significantly.

What happens next is unclear. The coastguard is already talking about ordering bigger versions of the OK Hull, and Rafnar is adamant that its surprisingly exacting hull geometry can be scaled to suit any size or type of pleasure or

commercial vessel. With this in mind it has already built a voluminous 15 metre pleasure boat with Zeus pod drives called Jokla. I also saw sketches of boats up to 35 metres. However, a 35-metre motor cruiser with a top speed of, say, 25 knots is operating at a vastly different speed:length ratio than a 40 knot 10m RIB. So exactly how bigger and relatively slower Rafnar boats will perform, and precisely how the OK Hull's benefits will manifest themselves at that size, I suspect only time will tell. In the meantime, what Rafnar has is something unique, and something that largely fulfils its stated aims. In a world awash with hyperbole, that is quite an achievement. **MBY**  
**Contacts** [www.Rafnar.is](http://www.Rafnar.is)

**MY TAKE:** I can see why Rafnar chose to test its new hull shape on a 10m RIB, but most big RIBs ride pretty well anyway. The real win will be if it can transform the way a large planing cruiser copes with a lumpy head sea. **Hugo**



On both open boats (this is the 12m Thorbjorg) full speed, full lock turns did not upset the Rafnar hulls one iota

## 30 SECOND BRIEFING: FREDRIK LJUNGSTRÖM

- Astonishingly, the inspiration for Rafnar's unique hull form came from a Scandinavian inventor most famous for his high pressure steam boilers. Fredrick Ljungström was born in Stockholm in 1875 and was in the Isambard Kingdom Brunel polymath mould, a multitalented designer, engineer and industrialist.
- Ljungström also invented the famous Ljungström rig (see pic below) which was simplicity exemplified. It had no stays, no boom, was reefed by winding the sail around its rotating mast, and it doubled its sail area downwind by separating its two layers.
- Less well known (because it normally remained hidden) was his circular arc hull. Inspired by practical building considerations, all of his wooden frames and ribs had an identical arc-of-circle radius, so they were easy to build, and extremely stiff and strong.
- The other key design consideration was water-flow. Ljungström argued that abrupt

Ljungstrom's rig sailing downwind, with the two sides of the triangular sail separated either side of the mast



changes in water flow would increase drag, and that consequently no other shape would disturb the water flow less than a constant curve.

- It is this last facet that is at the heart of Rafnar's unique arc-of-circle hull designs. The stern may be a conventional deep-vee shape, but the main bodies of Rafnar's boats use Ljungström's notions as their guide.





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## GPSMAP® 7400 series





Inspecting lobster pots in the fog proves to be a recipe for disaster



## TAKING A BEARING

**TIM BARTLETT:** *Last voyage of the Water Rail*

The last voyage of the *Water Rail* almost ended in tragedy. It was pure luck – and a passing fishing boat – that saved her two-man crew. *Water Rail* was a 16-foot open boat, with a 10hp diesel engine, owned by a 74-year-old grandfather who had turned a hobby into a retirement job by registering his boat as a commercial fishing vessel.

With his 35-year-old grandson as crew, he set out from Gourdon Harbour (on the east coast of Scotland) on a foggy May morning intending to inspect his lobster pots. They expected the visibility to improve as the sun rose, so they weren't unduly concerned when they lost sight of land. They had no radio, no mobiles, no charts, and no electronic navigation equipment.

But they did have a magnetic compass. Instead of being attached to the boat, it was in a special lead-lined box that the skipper had made himself, in the belief that it would protect the compass from deviation. Guided by the 'deviation-proofed' compass, they expected to see the coast again within an hour.

Seven hours later, the skipper lost faith in his compass, and began steering in various directions in the hope of finding land. Meanwhile, alerted by his wife, the Coastguard

had instigated a search and for the rest of the day, three lifeboats, a helicopter, and two Coastguard rescue teams combed the coast.

The following day, two more helicopters and a fixed-wing aircraft joined in, and the search area was expanded to cover more than 1,500 square miles of sea and out to 30 miles offshore.

No-one, surely, would take a 16ft boat with a 50-litre fuel tank any further out than that? As the sun set on the evening of the second day, the Coastguard abandoned the search. *Water Rail* was found the following morning, 44 miles offshore, west and slightly south of Gourdon.

The MAIB investigation concluded that the skipper "lacked the competence necessary to navigate safely in the prevailing conditions", and suggested that he had probably been reading the compass the wrong way round – heading east when he thought he was heading west.

Among other things, the MAIB said that the skipper should attend a navigation course and carry the safety equipment required for commercial fishing vessels.

Something makes me think his wife might have a far simpler and more effective suggestion!

## Hi-def new vü

### *New Garmin plotter-sounder combo*

Garmin has added to its EchoMAP line-up with a new range of plotter-sonar combination units. The 4- and 5-inch models feature hi-definition 'DownVü' sonar to which the 7- and 9-inch units add 'SideVü' (side-scan) – all built-in, so there's no need for an additional sonar module.

All the new units include a combined GPS/Glonass receiver, and are available with or without pre-loaded Bluechart G2 cartography, and the option of adding G2Vision to take advantage of features such as auto-guidance, 3D views and aerial photos.

List prices are expected to start at £299.99, and will probably go up to about £1,300.

**Contact** [www.garmin.com](http://www.garmin.com)



The 7in EchoMAP from Garmin

## Big power V6 from Mercruiser

*New 4.5 litre engine enters the digital world*

I've always had high regard for Mercury's GM-based 5.0 and 4.3 litre petrol engines, which I've invariably found to be very responsive, amazingly smooth, and still far more restful than even the quietest of its diesel counterparts. Nowadays, though, unrelenting competition dictates that the myriad benefits of the digital world need to be exploited to the full, and that the weight and the footprint of any engine will impress the boat designers. Mercury Marine's new 250hp 4.5L petrol engine aims to achieve both those goals.

Unsurprisingly, it is smaller and lighter (59kg claims Mercury) than its antecedents. Being fully digital means this V6 Mercruiser can juggle and display all manner of useful information on a variety of dials and displays, plus Mercury's Joystick Piloting becomes an option. Nothing particularly groundbreaking there perhaps, instead the most interesting digital device is Adaptive Speed Control, which maintains engine rpm regardless of load or water conditions. Surprisingly, that control also embraces tight turns. That's going to be invaluable for waterskiers and watersports enthusiasts, and for those times when you want to drive slowly but still keep your boat just on the plane.

If you want to get an idea of how this 4.5-litre engine might perform in your boat, Mercury Marine very helpfully publish highly professional, comprehensive and thoroughly documented test data on a range of boats (9 for this engine to date) along with a vast back catalogue of data for other engines and boats.

Mercruiser is unique in offering a wide variety of sterndrive legs – four in all – to partner its new engine. Of course that is a good thing, but if you are faced with a choice do seek expert advice because in combination with an almost limitless choice of Mercury and aftermarket propellers, the different legs deliver a disparate range of experiences. With so much choice, the new 4.5L should have no problem powering boats ranging from 6 metre RIBs to 30 foot cabin cruisers.

**Contact** [www.barrus.co.uk](http://www.barrus.co.uk) & [www.mercruisermarine.com](http://www.mercruisermarine.com)



Mercruiser's 4.5L is not just compact, it's remarkably free of protrusions



# Raymarine's cheap CHIRPs

*The world's first recreational CHIRP sonar for less than £200*

CHIRP is a relatively new sonar technology that uses much longer pulses than conventional sonar, with each pulse sweeping across a range of frequencies. Instead of calculating depth by measuring the time interval between the pulse being transmitted and the echo being received, CHIRP sonar compares the frequency difference between the transmitted pulse and the returning echo – allowing it to discriminate between objects that are as little as 25mm apart.

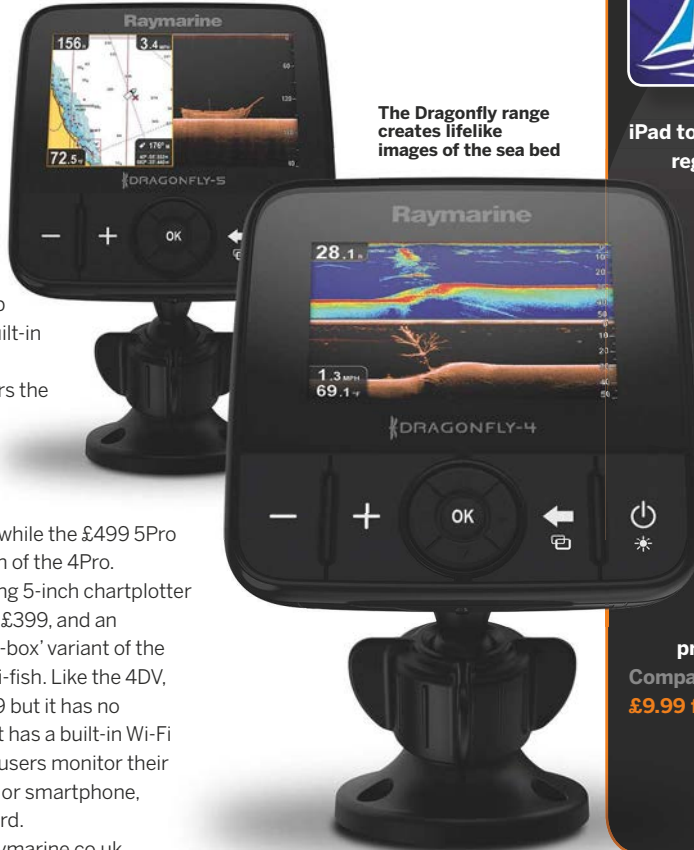
CHIRP is more complicated and therefore more expensive than conventional sonar, but it gives much better definition, greater range, and is less susceptible to interference and clutter. Combined with Raymarine's Downvision technology, it produces incredibly clear images of the underwater landscape.

Raymarine introduced the original 5.7-inch Dragonfly back in 2013 (then priced at £582), and followed up with a 7-inch version last year. Now, the company has added seven new Dragonflies to the range. At £199, the 4.3-inch 4DV is the bottom of the range. For an extra £50, the 4DVS

adds a second CHIRP channel, to produce more conventional-looking sonar images that are better for locating fish, while the Dragonfly 4Pro is another £50 up in price, with a built-in GPS and Wi-Fi.

The 5DVS offers the dual-channel functionality of the 4DVS, but with a 5-inch screen for £369, while the £499 5Pro is a 5-inch version of the 4Pro. There's a matching 5-inch chartplotter called the 5M for £399, and an interesting 'black-box' variant of the 4DV called the Wi-fish. Like the 4DV, it's priced at £199 but it has no screen; instead, it has a built-in Wi-Fi module that lets users monitor their sonar on a tablet or smartphone, anywhere on board.

**Contact** [www.raymarine.co.uk](http://www.raymarine.co.uk)



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That means that it's decidedly small superyacht tender garage size, not necessarily megayacht size. So it will appeal to millionaires, not just billionaires. The other key point is that its freeboard allows it to be boarded while it's afloat, so it doesn't have to be recovered and re-launched every time your pesky guests decide it's their turn.

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With the more powerful thrusters, it will do 5 knots on the surface and 3 knots underwater. Far more



Explore the deep dark depths of the sea in your personal submarine, the HPSS2

important are its six-hour operational cycle and its depth rating of a very useful treasure-hunting 100 metres (330ft).

### What powers it?

The HPSS2 is propelled by six thrusters, four of which are steerable, and these get their energy from a

15.6kW lithium-ion battery bank which can be recharged in four hours

### Isn't the HPSS2 just a flight of fancy?

Absolutely not. Although the image you see here is an impressive rendering, U-Boat Worx is an established Dutch company who builds a range of two-, three- and

five-man submarines.

### How much does it cost?

Who could resist the temptation to casually drop the price into the conversation: "Yes, my personal sub was quite a bargain, only a million pounds sterling."

**Contact** [www.uboatworx.com](http://www.uboatworx.com)



# OURBOATS

Top tips from real boat owners in the MBY fleet

## MBY'S FLEET

### PRINCESS 67

JENNYWREN

MIKE ROTHERY, Sant Carles Marina, Spain

### AQUASTAR EXPLORER 67

ROMA

BOB THOMAS, Port Solent, UK

### NORDHAVN 46

ENVOY

DI & LAURIE CRANFIELD, The Med

### KARNIC BLUE WATER 2250

BOHEMIAN GIRL

HUGO ANDREAE, Poole, UK

### BÉNÉTEAU SWIFT TRAWLER 34

BLUE'S AWAY

JACK HAINES, Portimão Marina, Portugal

### FAIRLINE PHANTOM 48

CORONA

KIERON WHITE, Ocean Village, UK

### DUCHY 27

ALCHEMY

PHYLLIS ROCK, Yarmouth, UK

### SEARIDER 45

FORMANDA

KIM HOLLAMBY, Haslar Marina, UK

### CORVETTE 320

FALCONET

DAVID MORRISON, Chichester Harbour

### WINDY 37

SEVO

HARRY METCALFE, Port Saint Jean, France

### FLEMING 55

PLAY'DEAU

PIERS DU PRE, Guernsey

### GREENLINE 33

SOLAR WAVE

DAVID ALLEN, Rossiters Quay, UK

## NEXT MONTH

### SELENE 47

HIGH FLYER

TESSA TENNANT, Lymington, UK



Getting hooked on Holland

### BOTNIA TARGA

TTRIO

CHRIS SAMUELSON, Palma, Mallorca



Taking in the King's Cup

## PRINCESS 67

# Calling in on Cabrera

*It may be in the heart of the Balearics yet few stop at this national park. All the better for those who do*

My wife Mary and I keep our boat at Sant Carles Marina on mainland Spain, which is only a four and a half hour fast cruise away from the Balearic Islands, regarded as one of the best cruising areas in the world. The water is often crystal-clear and the bays, with sandy bottoms, take on a vibrant turquoise colour. Most of the time we head for Mallorca, which is packed with idyllic anchorages where you can just drop the hook and chill out. Huge mountains cover the north of the island while most of the south contains small volcanic bays where you can lower the anchor for a few hours or stay the night. Being an island, it is usually possible to find somewhere safely out of the wind and swell.

Last summer, we decided to head to the south for a sojourn so we made the crossing to Mallorca at the end of July. We took about a week, stopping at various anchorages off the west of the island on the way to our base for the summer at Cala d'Or. This beautiful marina is set in a creek providing natural protection from any bad weather and we were able to secure a comfortable berth next to the yacht club. There are numerous flights from

the UK to the airport at Palma de Mallorca so different members of our family and friends joined and left us in Cala d'Or throughout our stay.

We have been cruising the Balearic Islands for about five years and each year we look for different places to discover. Last summer, we set our sights on exploring Cabrera, which is an uninhabited group of islands approximately 10 miles off the southern coast of Mallorca. It is a national park so visitors have to adhere to strict government controls and anchoring is not allowed. Instead, mooring buoys are provided but must be booked. Yachts can only book up to 21 days in advance and mustn't stay for longer than two consecutive nights. Reserving and paying for a mooring buoy can be difficult unless you know the right web address, so we're including it here: <http://bit.ly/1CKHrFd>.

Most yachtsmen circumnavigating Mallorca tend to avoid Cabrera, believing it to be difficult to arrange a mooring. Like many, we tried lots of different ways to book but as soon as we found the above URL, the process was quite simple and, most importantly, it worked.



Jennywren at full throttle in the Med



The tiny Puerto de Cabrera has a small bar and a landing quay for dinghies

## INTO THE UNKNOWN

We decided to visit Cabrera twice – once on our way out to our base at Cala d'Or then again on our way home via Ibiza. It was August so in both cases we booked about 20 days in advance and both times we started from the beautiful anchorage of Es Trenc, further along the bay to Rapita on the south coast of Mallorca. This sandy beach is one of our favourite anchorages. Turquoise water is formed by a vast sandy sea bed and we have spent many nights in the beach bars watching the sun set over the uninterrupted horizon.

On Cabrera, booked mooring buoys become available to use at 1700 and any yacht not booked is asked to leave at 1800 each day. On both our trips, we planned to arrive between 1700 and 1800, after lunch and an afternoon swim at Rapita. Even at our slow cruising speed of 10 knots, the Cabrera National Park is only an hour's cruise from Es Trenc. We often cruise at this speed – we affectionately call it pootling and it's fractionally faster than Jennywren's displacement speed.

The anchorage at Cabrera is a naturally enclosed harbour with a small entrance to its north. Once inside, there is good protection from any wind or swell. There is a small quay which is grandiosely named on charts as the Puerto de Cabrera, but it is really only large enough for dinghies and tourist boats visiting from the mainland. Most of the time, we ate on board but there is a small bar on the quay that serves basic food and cool beer.

On both of the occasions that we visited, we climbed the hill behind





The turquoise waters of Es Trenc anchorage



One of the joys of staying in the islands is having the Blue Caves to ourselves

the port. On top is Cabrera's medieval castle which is kept in remarkably good condition. It is free to explore and a small spiral staircase takes you to the top of the ancient ramparts. From there the views are stunning, looking down to the port and anchorage in one direction and the coastline of Mallorca in the other. It's then just a gentle stroll down the hillside path back to the bar on the quay for a well earned glass of beer.

#### THE PLACE TO OURSELVES

During our first visit, we arranged to meet up with some yachting friends that we know from our home berth in Spain. They had been to Cabrera previously and had discovered the Blue Caves, which seem to be a favourite destination for day trip tourist boats from Mallorca. These caves are located about a mile and a half from the entrance to the anchorage. So, on both occasions, we launched our tender and

set off to swim in the clear water inside the Blue Caves, enjoying the fact that we were 'locals' and could visit later than the tourist boats.

After our final two days in Cabrera, it would have been easy to just head back to Mallorca and retrace our passage back to our home base on mainland Spain. Instead though, we decided to head in the other direction to Ibiza and one of our other favourite bays at Portinatx. On longer passages, we are

often joined by dolphins but halfway to Ibiza, we encountered a whale. We have seen whales in the Mediterranean before but this one fluked his tale before diving down. Although it is seen all the time in natural history programmes, I believe that a whale fluking his tale is rare sight. We will certainly remember this one and it was rather like he was waving goodbye to us as we headed north to our home base on the mainland. **Mike Rothery**

The Cabrera castle dates from the 14th century and has stunning views back to Mallorca







Only two of Laurie's eight lifejackets passed a safety check

Corroded gas cylinders soon damage the fabric

Holes patched using bicycle puncture repair kits are definitely not allowed

Oral inflation tubes are a common weak point on older jackets

Learning lots, this is the correct way to hold your lifejacket when jumping into the water

## NORDHAVN 46

# Lifejacket lessons

*Don't simply stow your lifejackets until needed, they need regular TLC*

Safety is a prime concern aboard *Envoy*, our 14 metre Nordhavn 46 passagemaker, and we aim to check all safety equipment according to manufacturers' recommendations. But we recently had very red faces when most of our pristine-looking inflatable life jackets failed their safety test.

As well as foam-buoyancy offshore jackets we carry eight inflatable jackets fitted with crotch straps, retro-reflective tape, lifting rings, whistles and strobe lights. These all looked like new, some still in their original packing, and we assumed that because they hadn't been used they didn't need testing. How wrong we were.

The inflatable jackets are all made by a well-known US brand and prior to having them tested by Ionian Marine Safety (IMS) at Lefkas Marina in Greece we hadn't had them professionally tested during the seven years we'd owned *Envoy*. This turned out to be a wise and potentially life-saving decision, though one we should have taken much earlier.

So imagine our shock when IMS's Nikos Stamatakis reported that only two of our eight jackets passed the

test. He clearly detected our surprise as he invited us to visit his workshop where he patiently explained the problems to us first hand.

IMS services about 600 lifejackets and a similar number of liferafts annually, so Nikos is very knowledgeable and experienced. A lifejacket should be professionally checked annually, and if well looked after could last up to ten years.

### INFLATING THE ISSUE

As lifejackets are likely to be our last line of defence in an emergency his advice sounds excellent, especially considering the small cost involved at €8 each for the two certified jackets and no cost for testing the failed ones.

Nikos then showed us the problems with our jackets, explaining they are common faults. The biggest problem occurs with the oral inflation tubes as they can tear away from the main body of the jacket, particularly as they age when the tubes become more rigid and exert more leverage. The tubes can also develop air leaks through their valves, even within a few years from new. Some of our jackets also had

another common fault – air leaks through pinholes in the thermally welded jacket seams.

Many jackets are inflated using compressed air cylinders, and although our cylinders were like new Nikos showed us how regularly used jackets often have corroded cylinders that abrade and damage the jacket material causing air leaks.

For jackets with water-activated inflation valves Nikos suggests replacement of their inflation bobbins every two years. Hydrostatically activated jackets don't have this issue but are prone to invisible cracks in the transparent gasket joining the hydrostatic device to the jacket.

We also saw some jackets sent in for testing by other cruisers that had been incorrectly re-packed after use, making them impossible to deploy quickly and safely. Others had holes that had been patched using bicycle puncture repair kits – definitely not allowed.

While there is no doubt that inflatable jackets are a great deal more comfortable and convenient to wear while moving around the vessel, we were surprised how fragile the jackets

appeared to be when worn fully inflated, giving us the impression they could easily become damaged if snagged on something sharp.

It can be difficult and confusing to monitor all the checks needed while cruising, as we naturally tend to focus on the immediate problems needing our attention (and there can be plenty of those!). So how do we keep track of the myriad routine maintenance issues such as annual lifejackets checks?

Preventative maintenance mostly falls into one of two categories based on either hours of use or elapsed time. For example, engine manufacturers recommend oil replacement every 200 hours of operation, or annually regardless of hours.

Aboard *Envoy* we manage this process with one elapsed-time based list, for example weekly, monthly, three-monthly etc, plus an hours-of-use based list describing the equipment and its maintenance requirements for 100 hours, 200 hours etc. Boating is a continuum of learning, and testing our lifejackets now features very prominently on our one-year elapsed-time list. **Di and Laurie Cranfield**



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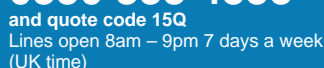


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# TRIED&TESTED

*We put the latest kit through its paces*

## Ewa Marine U-B 100

From £169

With a whole host of waterproof point and shoot cameras on the market it is no wonder that my trusted digital SLR often gets left behind come holiday season. Not because its abilities as a camera have been overtaken by this new breed of pocket rockets, but because I have never found a product well enough engineered to entrust it to the life aquatic.

Enter Ewa Marine's U-B 100; safe up to depths of 20m, it's the model specifically designed to make my Canon 5D, and particularly my 82mm lens, feel at home. The snug seal between the lens and the flat glass aperture of the case means the camera's autofocus is still fully functional and not hindered by the extra layer the case puts in front of it.

The case is made from double laminated PVC and, although tough, the

manufacturer recommends keeping some air in the case before clamping shut, especially if diving.

I didn't intend on sinking that deep but felt reassured that if my trips out on the kayak ended in disaster, a DSLR would not be one of the things to leave me high and dry.

I found the trigger finger (above the yellow strap by the shutter button, shown on the picture right) more of a hindrance than a help, but other than that it was surprisingly easy to adapt to. Obviously this level of reassurance doesn't come cheap but if, like me, you've spent a considerable amount of your hard-earned on a camera capable of doing the job, it would be foolhardy to scrimp on safeguarding it.

Models are available for many of the popular brand cameras with flash

The U-B 100 fits snugly over the lens so the autofocus isn't confused by the glass



Photo: Vasilis Tsikkinis

**VALUE** ★★★★★  
**RATING** ★★★★★

The Canon 5D MkII suffered no loss of image quality, whether submersed or high and dry

and lens options for filter threads of 52mm, 55mm, 58mm, 62mm and the one tested here, 82mm. **Neil Singleton**

**Contact** [www.ewa-marine.com](http://www.ewa-marine.com)

## Hudson Wight Performance Jacket

£129

Hudson Wight makes some fantastic top quality sailing clothing, but this is its new Performance jacket, which caters for motorboaters. Hudson Wight sells direct to customers, thus cutting out retail and distribution costs and

enabling it to offer technologically advanced materials at low prices. It has created its own high-tech three layer OceanVent material that features a lightweight water repellent Dupont coated outer layer and a highly waterproof and hydrophilic mid layer to absorb body moisture that is bonded to the third mesh liner layer to prevent fabric wear. Thanks to this clever design the Performance jacket keeps water out while still allowing your skin to breathe.

Fortunately it arrived just in time for a long voyage to the Channel Isles, where foul weather ensued. When the outside temperature dropped it had no trouble keeping me warm. Up on the flybridge the comfort of the fleece-lined collar paid off and the adjustable cuff and waist ensured the perfect fit. I'd wear this sort of jacket anywhere and believe it to be extremely good value for such a high spec, quality item. If you visit Cowes go along to its showroom on The

Parade, near the seafront.

**Lester McCarthy**

**Contact**

[www.hudsonwight.com](http://www.hudsonwight.com)

The fabric may look plain grey but in some lights it has an attractive blue tint



**VALUE** ★★★★★  
**RATING** ★★★★★

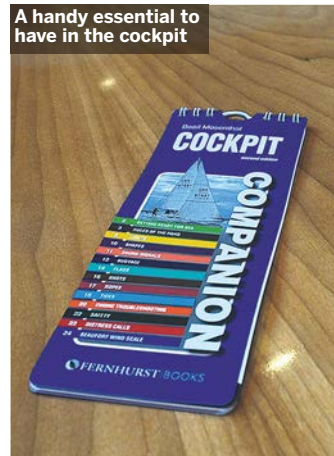
## Cockpit Companion

£7.99

Whether you've just passed your day skipper or your training is a blurred and distant memory, there's a strong argument to be made for finding space at your helm station for a Cockpit Companion.

The second edition of this splashproof guide has been updated for 2015, and the spiral-bound design makes it easy to hang it from a hook.

A handy essential to have in the cockpit



But it's the content that makes this 24-page cheat sheet invaluable, with brief reminders of everything from the key rules of the road to basic knot-tying techniques. The comprehensive lists cover buoys, lights, sounds, flags and mooring shapes and, most importantly, what they all mean.

Don't let the image of a sailing yacht on the cover fool you – the vast majority of the content in here is as relevant to motor yacht owners as it is to members of the rag and stick brigade.

Author Basil Mosenthal is a former Navy man who has sailed all around the world, and he has distilled all the essentials down into easy-to-read prose, including a section on basic engine troubleshooting that could prove a godsend in the event of a breakdown. **Chris Jefferies**

**Contact** [www.fernhurstbooks.com](http://www.fernhurstbooks.com)

**VALUE** ★★★★★  
**RATING** ★★★★★



# Cruise further, cruise safer

  
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Sail & Motor Yacht Insurance

Today's modern pace of life has us all scrambling about at breakneck speed and many continue to do just the same when on their boat. But there is another way. For an increasing number of boat owners, even those with powerful sportscruisers, slow is

becoming the new fast, not just because of the huge fuel savings possible but because the trip itself becomes part of the adventure. Instead of having to endure a noisy, bouncy and often physically exhausting journey, you can sit back and enjoy a much more peaceful ride as the scenery scrolls serenely by. The journey time will be considerably longer, and therefore needs more careful planning, but with the right mind-set you will discover a new level of boating enjoyment. To make the most of it, consideration needs to be given to several key areas.

## PLANNING WITH CHARTS

Take time to ponder the route and charts. When coastal cruising at 20 knots, a 60-mile journey takes a mere three hours, but slow to 8 knots and it swells to eight hours at sea, which can seem daunting. Factor in a relaxing anchor stop for lunch, though, and two lots of four hours suddenly seems very achievable.

The slower pace means every mile counts so keep the route as direct as possible and take advantage of any natural break points in the journey. Build in pilotage notes for extra places of refuge in case you want to call it a day earlier than planned.

When in tidal waters, see if you can use the tide to assist with boat speed. If you're forced to punch against the tide at least come into shallower water where the tide flows more slowly. Being close to shore means the scenery will

*The slower pace means every mile counts so keep the route as direct as possible and take advantage of any natural break points in the journey*



**The extra equipment needed for displacement cruising is laid out**

be more interesting, but carefully study pilotage notes for possible dangers, especially when rounding headlands where currents can play havoc.

If travelling offshore it's important to have enough crew for a watch system so there is time to rest. Long distances at sea are tiring, especially for newcomers, although the motion of the boat is far less tiring when travelling slowly.

# Displacement cruising

Text: **Jon Mendez** Photos & video: **Lester McCarthy**

SEE THE VIDEO



[mby.com/cruise8](http://mby.com/cruise8)

## SAFETY

It's well worth taking a few simple precautions when cruising offshore at slower speeds:

- Carry plenty of spares (especially fuel filters) and try to fill the boat from a known source to reduce the risk of taking on dirty fuel.
- Ensure your navigation lights are working and carry spare bulbs.
- Talk the intended route through with all aboard; explain the basics of your plotter, how waypoints are entered and how to read your position.
- Ensure all the crew are familiar with how to start and stop the engines, the safety equipment's location and how to use it. You need to cover at a minimum the VHF, flares and liferaft.
- If your liferaft usually lives buried in a locker, get it out so it's to hand, especially if the passage may involve darkness.
- If you haven't already fitted them consider adding a radar reflector and AIS. This will make you more visible to other craft and give you valuable information on commercial traffic.
- For offshore passages get an EPIRB and make sure it is registered.
- The RYA Sea Survival course is, I think, its best course. It's only a one-day course but the information is invaluable.

## PILOTAGE AND TIMING

Pilotage is the art of exiting and entering harbours – the bit at each end of a passage. Personally, I still prefer a written





**Pantaenius tip No 8**

Don't be afraid to head offshore, 90% of the claims we deal with happen within 1nm of the coast

plan, devised from a paper chart, rather than relying on the plotter. All the zooming in and out to get the detail that is needed does not give me as clear an idea of what I will actually see as looking at a chart and sketching it out.

Timing plays an important role in any pilotage but especially after a longer trip. You have to be wary of fatigue and not making what you think you are seeing match what's on your chart. A good tip with longer offshore passages is to arrive at dawn. The lights on the buoyage will still be visible to help you identify the correct marks but the increasing daylight allows you to enter with good vision. Additionally there is often an extra stillness in the weather at dawn which allows an easier entry.

**PROVISIONING**

Some boats are easier to cook on under way than others but even then not everyone is blessed with the ability to cook below decks in a moving boat so some simple snacks and drinks prepared beforehand will cover the essentials while on the move.

**FUEL EFFICIENCY**

Despite the recent fall in fuel prices, it's only likely to be a temporary respite and travelling at displacement speed will make a smaller and less painful dent in your fuel costs, as well as increasing your boat's range.

All boats' hull speeds are based on a simple equation of  $1.34 \times \sqrt{\text{waterline length in feet}}$ , so on the Fairline Targa 62 we used for this series, its waterline length of about 50 feet gives us a maximum displacement speed of 9.5 knots. When cruising at a modest 22 knots we were burning 180 litres per hour, or 0.55mpg for a maximum range of just 312 miles. Drop that to 9 knots and the consumption falls to 30lph and efficiency more than doubles to 1.36mpg with a range of 768 miles.

**WEATHER**

Lastly but most importantly you need a little more practice at reading the weather. Some cruising areas are known for having prolonged periods of settled weather, others need patience to wait for the window of opportunity. But wherever you are, it's worth the wait to enjoy what can be some of the best cruising of your life. **MBY**

**Next month** Leaving a wind-on berth



**1** Ensure you are fully fuelled from somewhere you trust to avoid taking on contaminated fuel, and carry spare fuel filters.



**3** Show the crew the basics of how to use the chartplotter so everyone on board knows how to read a position and plot a waypoint.



**5** Your crew should know how to start and stop the boat engines in an emergency.



**7** Stopping for lunch in an attractive anchorage breaks the journey on a longer cruise and makes the trip more enjoyable.



**2** I prefer to use paper charts for longer passage planning as it gives a better overview of the area.



**4** Explain the VHF procedure for a Mayday call and how to use the DSC emergency button



**6** Cruising at displacement speed is more relaxing for the crew and a great way to enjoy the scenery.



**8** Arriving at dawn means the buoyage lights will still be visible, making them easier to identify.



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# USED BOAT

*What to look for aboard the best used boats*



Our Market Expert  
**Chris Jefferies**

Email: [chris.jefferies@timeinc.com](mailto:chris.jefferies@timeinc.com)

1998 TO 2009 FROM £349,950

## Broom 50

*An aft-cabin cruiser with the space and seakeeping to rival much bigger craft*

**B**room has dominated the British aft-cabin market for decades, but at the end of the 20th century its archetypal design reached its zenith with the Broom 50. Using the largest John Bennett hull to date, the Brundall yard created a 50ft planing shaftdrive craft that made its debut at the 1998 London Boat Show, priced at £535,000.

Broom has always commanded loyalty from its owners, and indeed the

original Broom 50 was built for an existing Broom owner who simply wanted more space on board.

This sparked something of a trend, with an encouraging number of Broom 42 and 44 owners upgrading to this new flagship model over the following 11 years. In total, 21 Broom 50s were built during the heyday of Martin Broom's tenure, before the recession caught up with the new boat market in 2009 and production came to an end. As a result the 50 is a relatively rare

model and this scarcity has helped prices to stay fairly stable at around the £400,000 mark.

### PERSONALISED POWER

In keeping with the Broom tradition of hand-built craft, each 50 was customised to suit the owner – everything from layout to engine options and trim varied from one model to the next, and no two models were made identical. The first hull came with a pair of 480hp Volvo Penta TAMD 102D engines but this proved



*In keeping with the Broom tradition of hand-built craft, each 50 was customised to suit the owner and no two models were made identical*



## INSIDE THE BROOM 50

SEE THE VIDEO


[mby.com/br50](http://mby.com/br50)


It's hard to do the enormity of the saloon justice in one photo



Forward sofa is raised to give a better view

Galley is fitted out for those who want to liveaboard for months at a time



Harsh halogen lighting is the only drawback in this huge aft cabin



The master heads compartment is split in two



Third cabin boasts plenty of headroom by the door



Headroom is sufficient but floor space a little lacking in the VIP cabin





## DATA FILE

**Model** Broom 50  
**Type** Aft-cabin cruiser  
**In build** 1998-2009  
**Designer** John Bennett  
**Hull type** Planing  
**RCD category** B for 8 people  
**Current value**  
 £350,000 to £425,000  
**Length overall** 52ft 4in (15.95m)  
**Beam** 15ft 3in (4.65m)  
**Draught** 4ft 3in (1.30m)  
**Displacement** 20 tonnes (light)  
**Fuel capacity**  
 366 imp gal (1,663 litres)  
**Water capacity**  
 108 imp gal (491 litres)  
**Performance** 33 knots with twin  
 710hp CAT C12 shaftdrive  
**Cruising range** 311 miles at  
 25 knots with 20% reserve

## THE COSTS

**Servicing (inc labour & VAT)**  
**Pair of CAT C12 710hp engines**  
 £2,136 inc UK VAT

**Replacement parts (inc VAT)**  
**Water pump** £2,230.98  
**Injectors** £959.14 each  
**Oil cooler** £1,707.36  
**Starter motor** £1,283.23  
**Alternator** £533.12

## SURVEYOR SAYS

I have surveyed two Broom 50 motor yachts. One with Volvos and the other with Caterpillars and each built in a different millennium. There were no defects related to design, material, equipment or building quality, as you would expect from any Broom. So if you are considering buying, then pay special attention to the service and maintenance records, and ask your surveyor to report on the degree of wear and tear and renewals, particularly if it is an older model.

**Jim Pritchard, Yacht Surveyor**  
**Tel** +44 (0)23 8045 5544  
**Email** survey@jimpritchard.co.uk  
**Website** www.jimpritchard.co.uk

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to be a one-off. Other engine options fitted to the 50 included Volvo Penta D9s and a Yanmar 6Ys, but the vast majority came with twin Caterpillar engines; either the 660hp 3196s or the 710hp C12s.

The latter was good for a top speed in excess of 30 knots and a cruising speed of 26 knots. This gave the Broom 50 its unique selling point: aft-cabin accommodation with the seagoing performance to rival a luxury flybridge. The hefty mechanical CAT units have the punch needed to cut through rough seas, but they can suffer if underused, which is a slight concern as engine access isn't ideal.

Although Broom has fitted easily removable floor panels and a hydraulic hatch under the aft stairway for dual access to the engine bay, the problem ultimately lies with the engine installation itself. Some models were fitted with unhandled engines, meaning that the service points on the starboard engine were tucked right into the corner of the engine bay. It's worth checking to see if the model you are considering has been handed to remedy this, otherwise daily engine checks can prove challenging.

### FLEXIBLE INTERIORS

Over the years the majority of the layout remained more or less fixed, with the cavernous aft cabin sitting behind a stately saloon with two C-shaped settees, a lower galley and an ensuite

*The design of the aft-cabin cruiser is geared around the master suite, so it's hardly surprising that Broom has got this down to a fine art*

Plenty of space in the full-beam cockpit version of the 50



VIP cabin in the bows. The key area for customisation was amidships, which could either be fitted out as a third guest cabin with twin single berths (or a double and a desk), or as a lower dinette on the same level as the galley.

The model we viewed had the more popular three cabin layout and a second fridge opposite the day heads as well as a separate freezer. This space can also be used to house a washer/drier or simply as additional full-height hanging space.

Interior styling differed from one model to another, with carpet colours, worktops and woodgrains all variable. On the model we inspected, the owner had opted for the popular cherry woodgrain with light Corian worktops, both of which had aged remarkably well – barely any scuff marks were visible on

the elegantly curved edges. In fact the only aspect that betrayed the advancing years of this ten-year-old model was the outdated television that was fitted in the aft cabin.

In 2003, demand grew for even more space, and Broom responded with the launch of the 530AD, which used the same hull, but added a full-beam cockpit and an extended bathing platform at the rear. The 50 stayed in production alongside it for the next six years with the wider cockpit offered as an optional extra, while the 530AD gained a hydraulic system for lowering the bathing platform.

### AFT CABIN LUXURY

The entire design of the aft-cabin cruiser is geared around the master suite, so it's hardly surprising that Broom has got this down to a fine art. Headroom throughout the cabin is more than sufficient, while the abundance of storage space, including a full-height hanging wardrobe, means

The view from the helm is great, and three forward facing seats is a rarity



The helm controls are thoughtfully laid out



**HELM SEAT**

The central helm position offers great views for the skipper but some models come with a triple bench seat that leaves the navigator hemmed in on the port side.

**CEILING LINING**

One of the models we viewed had a leather ceiling lining that had aged and become saggy. While this is unlikely to be a major problem, it did mar the interior styling somewhat.

**COCKPIT WIDTH**

Earlier models had walkaround side decks and a narrower cockpit, while later models featured a wider full-beam cockpit with step access down on to side decks. Pictured here is a later model

**ENGINE ACCESS**

Some, but not all, models feature a mirror-image engine installation that allows for easier access. On models that don't you may find yourself having to lift up the floorboards to do your daily checks.

a couple could comfortably liveaboard the 50 for months at a time. A semi-circular strip of LED lights directly above the bed is a nice touch, although halogen spots, which create a slightly harsh lighting effect by today's standards, provide all the other lighting. The twin rear windows let in enough natural light without compromising privacy, while the split ensuite allows one person to shower while the other uses the heads.

When we first tested this model back in the January 2000 edition of *MBY*, Dave Marsh pointed out that you would have to leap up to a £1m Princess 30M to get a cabin as finely appointed as this. It's still just as impressive today, although at 6ft 1in, I did twice manage to smack my head as I made my way down to the entrance.

**CAPTAIN'S CHOICE**

The other key advantage of the aft-cabin is the raised helm station, which gives the skipper a commanding position right on the centreline. On a

craft of this size, being able to see all four corners at once is no mean feat and makes even single-handed mooring manageable, especially if you can track down a model with the optional stern thruster fitted. The arrangement of the controls is both well thought-out and pleasing on the eye and there is enough room to stand at the helm.

As there is no inner helm, the outside helm needs to be suitable for all seasons and Broom has made sure of this – a vast windscreen provides ample protection from head winds, while the retractable canopy keeps wet weather and spray at bay. What's more, the Eberspächer diesel heating system has an outlet vent at foot level, so you can keep cosy at the helm even in the depths of the winter. An aft bench ensures plenty of space for guests too, especially on the full beam AD models.

The adjacent companionway on the starboard side makes communicating with the saloon much easier than on a flybridge, although on the model we

**IBOUGHT ONE!**

**I have owned my Broom 50, Great Escape, since June 2013 and have cruised her for two seasons so far. She is my first Broom, following on from a Princess 38 and a Princess 45. My wife and I are no longer youngsters – coming down flybridge stairs when it started to blow was not so clever so having one helm position is great. We're moored at Berthon in Lymington, so we mainly cruise the Solent, but we've also been to the West Country and across to the Channel Islands. I've found that she handles the rough weather extremely well. It's a planing hull, but the fact that it's got a shallow keel means it's responsive at close-quarter handling. I tend to try and avoid bad weather but on the few occasions we've been caught out we've felt very safe and secure.**

**It's fitted with the 710hp engines, so we get a top speed of about 34 knots and our comfortable cruising speed is 22 knots. We're probably getting about 0.8mpg, which is not bad at all for a 24-tonne loaded vessel.**

**I like the build quality of the boat and the excellent accommodation in the three cabins. All the family can come down and we can sleep six in comfort.**

**I can't imagine selling Great Escape and I plan to keep her for at least five more years. Brian Davies**





tested the sliding glass door had become stiff through lack of use and could do with a good greasing.

Perhaps the only real issue with the helm station is the positioning of the navigator's seat. On the model we viewed, the owner had opted for an adjustable three-person bench seat that hems in anyone sitting on the port side of the skipper to read the charts – the twin bucket seats fitted on other Broom 50s are a far more practical choice.

### OFFSHORE EXCELLENCE

The stereotype would have it that Brooms are owned by retired inland waterways dwellers who barely ever venture offshore. And while this is the case for some 50 owners (who Broom has catered to with a foldable radar arch) this hull is more than



Later models had the option of a wider full beam cockpit

### MY TAKE:

It's not hard to see why Broom owners are renowned for their brand loyalty. Few boats are as comfortable to live on for extended periods of time and the 50's surprising turn of speed and immensely seaworthy hull make it a fine sea-going cruiser. **Hugo**



capable of holding its own at sea. The combination of a John Bennett planing hull and a small keel make for excellent seakeeping.

This was conclusively proven by Broom 50 owners Malcolm and Glenda Stennett, who chronicled their 15-week circumnavigation of the UK for MBY between 2008 and 2009. Glenda wrote effusively of their model's ability to cope with anything Mother Nature could throw at them, including a particularly scary Force 7 encountered while rounding The Lizard. Such was their enduring faith in the Broom's seakeeping, the Stennetts went one better by crossing the North Sea for a tour of Scandinavia in 2010.

Fellow owner Brian Davies has enjoyed a similar experience with

his Broom 50, *Great Escape*. After two seasons of cruising from the Solent to the West Country and the Channel Islands, he has no complaints about the handling, even in the roughest of conditions.

"I don't choose to go out in bad weather, but we have been caught in Force 5s and Force 6s and the boat just goes straight through it. We've never been seasick," he says. Despite praising its overall reliability, Brian admits he's had to change a solenoid and the Mastervolt inverter in the past 18 months, at a total cost of just under £2,000.

The Broom 50 proved such a big hit among the Brundall yard's faithful followers that four of them traded theirs in for a newer model halfway

through the production cycle.

Indeed, some of the owners we spoke to said they only sold up and left the Broom fraternity as the Brundall yard wasn't capable of producing anything bigger. However, plans are afoot for a new Broom facility north of Brundall, so this may soon be no longer the case. With the new styling template set by last year's launch of the 430, there could be a whole new generation of 50ft+ aft-cabin cruisers on the way from Broom.

In the used market, the Broom 50 stands alone by combining the sea-going abilities of a flybridge with the liveaboard luxury of an aft-cabin cruiser, and all for less than £450,000. This classic design has stood the test of time comfortably and it's easy to see why the 50 is regularly cited as the finest example of Broom doing what it does best. **MBY**

**VALUE** ★★★★★

**BUILD QUALITY** ★★★★★

**ACCOMMODATION** ★★★★★

**PERFORMANCE** ★★★★★

**OUR VERDICT** 90%

**Next month** Oyster 43

## RIVALS

### Aquastar 47

An aft-cabin flybridge from Guernsey that is capable of 27 knots. Only two cabins on board, but it boasts genuine seafaring pedigree and a 2003 model can be had for less than £250,000.



### Trader 535

Built in Taiwan for the now defunct Tarquin Yacht Company, this semi-displacement flybridge model has three cabins for £315,000, and will happily cruise at 14 knots.



### Atlantic 50

A Dutch alternative built on the same hull, but with 480hp TAMC Volvo Penta engines that deliver upwards of 26 knots. A 2004 model can be found for around £420,000.



## WHAT'S ON THE MARKET



**Date** 2005 **Price** £425,000

**Located** Brundall

This three-cabin model is in great condition, with only 100 engine hours. Featured in this article.

**Contact** [www.broombrokerage.com](http://www.broombrokerage.com)



**Date** 2007 **Price** £349,950

**Located** Brundall

One of only a handful of twin-cabin models built with the 710hp CAT C12s with 616 engine hours on the clock.

**Contact** [www.nya.co.uk](http://www.nya.co.uk)



**Date** 2002 **Price** £349,950

**Located** Brundall

An early model with the walkaround deck and 700 hours on the smaller CAT 660hp engines plus three cabins.

**Contact** [www.broombrokerage.com](http://www.broombrokerage.com)



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# FIND ME A USED... Metal marvel

Words: Nick Burnham

## KEY CRITERIA

- Economy
- Practicality and space
- Solid build quality



Rock solid and credible  
No internal helm nor variation of decor

## DATA FILE

**Length** 34ft 0in (10.35m)  
**Beam** 11ft 2in (3.40m)  
**Draught** 3ft 3in (1.0m)  
**Displacement** 8.3 tonnes  
**Fuel capacity** 53 imp gal (240 litres)  
**Water capacity** 65 imp gal (296 litres)  
**Engine** Volvo Penta D2 75hp diesel  
**FOR SALE** Boat Showrooms of London. Web: [www.boatshowrooms.com](http://www.boatshowrooms.com)

MOTORBOAT RATING



2008 £145,000

# Linssen Grand Sturdy 33.9

Any feature about steel cruisers wouldn't be complete without a Linssen. Famous for its high-quality custom-built steel craft, the off-the-shelf 9 Series (initially comprising a 29-footer called the 299 and this 33-footer badged 339) was launched in 2006. By standardising the interior layout and cherry wood joinery the cost could be kept down without impeaching on Linssen's legendary reputation. Two versions of the 339

were offered, an aft cockpit 'sedan' model, and the more popular aft cabin version you see here. It proved a big success for Linssen, morphing into the GS 60.33 (to celebrate the yard's 60th anniversary) and then the 34.9, taking build numbers past 200.

### INTERIOR

Putting the galley opposite the main seating area opens up plenty of room for a cabin at either end, both featuring their own heads (and the forward cabin gets a separate shower too). An unusual

feature is the desk in the forward starboard corner of the saloon, complete with its own little armchair.

### EXTERIOR

Quality on the outside is well up to Linssen standards. For example, the bathing platform, while painted, is actually stainless steel so won't corrode in the event of a scratch. The propeller is protected by a full-length keel linked to the rudder base by a steel shoe, but all the aft deck seating was an optional extra so a helm seat is not guaranteed.

### ENGINE ROOM

Only one engine option was offered: the 2.2 litre four-cylinder Volvo Penta D2 75hp. Access is via a hatch in the saloon with plenty of space for daily engine checks.

### PERFORMANCE

With a strictly displacement hull, the maximum velocity of 7.5 knots is of less interest than the smooth and near silent running of the engine under way.

The galley runs along the port side of the saloon



The forward cabin is as good a size as the aft cabin



The homely saloon. Note the little desk and armchair to starboard



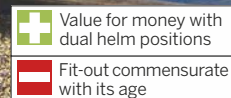
The only helm is up top – great for visibility but not the cosiest





1982 £29,950

# Pedro 950



## DATA FILE

**Length** 32ft 9in (10.0m)**Beam** 10ft 9in (3.3m)**Draught** 2ft 11in (0.9m)**Displacement** 6.8 tonnes**Fuel capacity** 66 imp gal (300 litres)**Water capacity** 53 imp gal (240 litres)**Engine** Peugeot DTM 62hp diesel**FOR SALE** Pedro Boats UK Ltd.Web: [www.pedroboats.co.uk](http://www.pedroboats.co.uk)

MOTORBOAT RATING



**D**ue to the hand-built nature, quality and longevity of Dutch steel cruisers there is a tendency to assume high prices. But in fact it is possible to buy some authentic heavy metal for less than you might think. The Pedro 950 you see here is a case in point. Renowned manufacturer? Check. All steel construction? Check. Traditional aft cabin layout? Check. And yet the asking price is under £30,000 – that's new Bayliner cuddy cabin

money! Okay, it's quite old – over 30 years old in fact – but it has plenty of life left in it. And the small engine and simple mechanical layout means it shouldn't cost much to run.

### INTERIOR

This is where the 950's 80s heritage shows. The teak woodwork has an almost home-built quality to it, while some of the fixtures, such as the bathroom sinks, have a decidedly B&B vibe. But it's well put together, warm and homely with space aplenty. This

950 has a small cabin forward, a dinette separate to the saloon, a lower helm and an ensuite master cabin aft, although Pedro offered a number of alternatives.

### EXTERIOR

The outside deck helm looks like an afterthought (it was a factory option) but is a boon in summer and gives greater visibility for tricky manoeuvres. High rails with access sections and wide side decks mean the crew is well catered for too. A full-length keel protects the prop and rudder.

### ENGINE ROOM

The standard engine was a Peugeot DTP50 but other engines were offered, including a 62hp Volvo Penta MD30A, and even twin engines for offshore use.

### PERFORMANCE

As with most displacement craft the speed is governed by the hull speed. In this case, about 8 knots flat out and a 7-knot cruise – ample for inland use, but you'll need to pick your tides offshore.



The galley is basic but has everything you need, bar, perhaps, space!



Plenty of teak adds to the interior's warmth and homeliness



The Pedro 950 benefits from two separate socialising areas inside



The outside helm is a joy to use on warm sunny days





2014 £69,950

## XO 240 RS Cabin

Performance matches its looks with a feeling of absolute solidity

Despite being a 24ft cabin boat there is nowhere to sleep on board

### DATA FILE

**Length** 24ft 8in (7.52m)

**Beam** 7ft 6in (2.28m)

**Draught** 3ft 3in (1.00m)

**Displacement** 1.58 tonnes

**Fuel capacity** 51 imp gal (230 litres)

**Engine** Evinrude E300DCX 300hp outboard

**FOR SALE** Wessex Marine.

Web: [www.wessexmarine.co.uk](http://www.wessexmarine.co.uk)

MOTORBOAT RATING



Our contenders so far have all been solid dependable steel cruisers. But if you want a metal-hulled boat you don't have to steel it. Finland is home to XO (although the boats are actually put together in Poland), and no one does practical high-performance boating like the Scandinavians. Over there, boats are more than just playthings – they have to work and they have to work well, irrespective of conditions. The

aluminium-hulled XO range is a perfect example offering plenty of pace, a sea-kindly hull and rugged build quality in a compact practical package.

#### INTERIOR

The cabin on an XO 240 is not a floating caravan, it's a place to protect you and allow you to go boating almost irrespective of conditions. Helm and nav seats are suspension sprung, visibility is superb, and access equally good fore and aft. However, there are no berths so a B&B is your only overnighting option.

#### EXTERIOR

The aft deck is just a small flat area – forward of the cabin is where the cockpit lies. The bench seat base lifts on gas struts for storage, and a tough rubber stem means that to drop someone ashore you just put the nose against the pontoon, allowing them to step through the walk-through pulpit.

#### ENGINE ROOM

There is no engineroom, all XO 240 RS boats are outboard powered (the larger XO 270 RS Cabin is available with an

inboard diesel option). Engine options of 175hp to 300hp offer fast through to wow, the most common being 250hp.

#### PERFORMANCE

I've driven these boats rigged with 250hp E-Tec Evinrudes and the performance is phenomenal. But the stand-out feature is actually the handling. That aluminium hull has a deep vee for an ultra smooth ride and the handling is wrist-flick fast yet utterly planted. A proper driving machine, in true Scandinavian style.



Seating is on bench seats in the forward cockpit



From the helm there's a lot of power and performance at your fingertips



The functional cabin with suspension sprung helm and nav seats



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7 Portishead Quays Marina Tel: 01275 841941

[www.quaymarinas.com](http://www.quaymarinas.com)



**MY CHOICE** Personally, I'd be sorely tempted by the 300hp 40-knot XO, safe in the knowledge that as mad and bad as it looks, I might just have bagged myself the ultimate legal high. Leaving the wild card to one side though, all three boats here do roughly the same job in roughly the same way. What sets them apart is budget. The Pedro 950 offers stonkingly good value, the Linssen combines high-quality build with a practical production interior and the wonderful Aquanaut is pure class, beautiful inside and out. Ultimately however, you won't determine which of these will grace your Thames-side mooring, your wallet will, and if I could afford it, the Aquanaut gets my vote. It's elegant, timeless, spacious and economical. **Nick Burnham**



 Classy contemporary looks and superb quality. Excellent economy and safety – 18in side decks

2007 €234,500

# Aquanaut Privilege 1250

## DATA FILE

**Length** 41ft 4in (12.65m)  
**Beam** 14ft 4in (4.1m)  
**Draught** 3ft 6in (1.1m)  
**Displacement** 14 tonnes  
**Fuel capacity** 110 imp gal (500 litres)  
**Water capacity** 110 imp gal (500 litres)  
**Engine** Perkins M135 135hp diesel shaftdrive  
**FOR SALE** Barnautica Yachting.  
 Web: [www.barnautica.nl](http://www.barnautica.nl)

**MOTORBOAT RATING**



**A**quanaut's Privilege range was designed to push the boundaries of steel boat design. The 1250's curvaceous stern quarters took two men a whole week to roll into shape when it was launched in 2005. But it isn't just on the surface that the goalposts have been moved. Beneath the waterline the hull is a multi-chine bilge-keeled displacement hull – a series of angled sections designed to deliver a more stable ride offshore.

### INTERIOR

There are two bulkheads, one fore, one aft, that are non-negotiable. Beyond that, the first owner can commission pretty much whatever he or she wants. The layout of the boat you see here is a fairly typical choice, with sleeping cabins fore and aft, a galley and dinette on the lower level and a helm in the large saloon amidships. There's even a small twin bunk cabin worked in aft. However, you'll find examples with the helm deleted for more saloon space, or perhaps the dinette lost in favour of a

larger galley. Five inches of cork insulation keeps things warm and cosy.

### EXTERIOR

Despite contemporary looks, the staple steel boat must-haves are all there, from the folding mast to the rope bow fender. Deck access is always good on these boats, but the 1250 takes things to another level with 18in-wide side decks.

### ENGINE ROOM

Single or twin engines from Volvo Penta, Yanmar or Dewt were offered, but the

Perkins M135 is the most common option. Naturally aspirated with a six-litre six-cylinder capacity, it is slow revving, refined and well suited to long inland passages or punching the tide.

### PERFORMANCE

At 14 tonnes and with a strictly displacement hull you could attach a jet engine and still hit the speed wall. But the extra length does push the maximum speed up to 9 knots, so 7 knots at 1,600rpm is the cruising sweet spot, sipping fuel at 8 litres an hour.

The dinette sits lower down alongside the well-equipped galley



Classic and sturdy, the interior helm is a handsome beast



The first owner has free reign over designing the interior

The exterior helm can be covered up if necessary





**Fairline Squadron 55** £589,000 VAT paid  
2009 EB1748



- 2 x Volvo D12-800 Diesel Engines
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- Stern & Bow Thrusters
- Med Spec

**Fairline Targa 38** £199,950 VAT paid  
2010 EB1821



- 2 x Volvo Penta D4
- Only 105 Hours
- Garmin GPS & Radar
- Med Spec

**Fairline Phantom 48 2010** £349,950 VAT paid



- 2 x Volvo Penta D9 Diesel Engines
- Full Garmin Nav Pack
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- Eberspacher Heating

EB1659

**Fairline Targa 50GT** £549,950 VAT paid  
2012 EB1811



- 2 x Volvo Penta D11-670 EVC
- Only 125 Hours
- Med Spec
- 17.5KVA Generator

**Princess V39** £349,950 VAT excluded  
2015 EB1810



- 2 x Volvo D6-330DP
- Delivery Hours Only
- Full Raymarine Pack
- Hydraulic Passerelle

**Fairline Targa 44 Open** £199,950 VAT paid  
2010 EB1709



- 2 x Volvo Penta D6
- Only 125 Hours
- Tropical Air Conditioning
- Hydraulic Passerelle

**Fairline Targa 47GT** £299,950 VAT paid  
2008 EB1746



- 2 x Volvo Penta D9 575
- 150 Hours
- Raymarine S3G Course computer
- Satellite TV

**Sealine F37** £109,950 VAT paid  
2001 EB1806



- 2 x Volvo KAD43 Diesel
- Stern & Bow Thrusters
- Heating - All Cabins
- Raymarine Autopilot & GPS

**Fairline Squadron 42** £339,950 VAT paid  
2012 EB1730



- 2 x Volvo D6-435 EVC-D
- Factory Fitted Bow Thruster
- Hydraulic Letterbox Passerelle
- Full Garmin Nav Pack

**Fairline Squadron 65 2010** £795,000 VAT excluded



- 2 x Man 1100 Diesel
- Stern & Bow Thruster
- 400 Hours
- Med Spec

EB1523

**Fairline Phantom 43** £164,950 VAT paid  
2000 EB1792



- 2 x Volvo TAMD 74P
- 4KW Onan Generator
- Eberspacher Heating - All Cabins
- Satellite TV - With Wifi

**Fairline Squadron 58** £799,950 VAT paid  
2011 EB1756



- 2 x Volvo Penta D13
- Only 56 Hours
- Twin Stern & Bow Thrusters
- Full Garmin Pack

**Fairline Targa 38 GT 2013** £249,950 VAT paid



- 2 x Volvo Penta D4 EVC
- Eberspacher Heating - All Cabins
- Only 37 Hours
- Bow Thruster

EB1718



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- Fusion entertainment system with zone control
- VHF, Garmin 929 GPS

CHERTSEY: +44 (0)1932 571141

Hull colour - Blue

**TARGA 38 | 2011**  
£199,800 VAT Paid



- Twin Volvo Penta D4-300hp EVC diesel engines
- 6hp bow thruster
- Saloon bed conversion
- Tonneau cover

WALES: +44 (0)1758 703013

Hull colour - Blue

**TARGA 38 OPEN | 2013**  
£249,950 VAT Inc.



- Twin Volvo Penta D4 EVC-300hp diesel engines (EB1718)
- Eberspacher heating
- Garmin 5008 GPS
- Low engine hours

ESSEX: +44 (0)1702 258885

Hull colour - Blue

**TARGA 38 OPEN | 2013**  
£289,950 VAT Inc.



- Twin Volvo Penta D4-300hp diesel engines
- Blue mood lights
- Bow thruster
- Teak cockpit

EASTBOURNE: +44 (0)1323 470066

Hull colour - Blue

**TARGA 47 | 2010**  
£329,980 VAT Paid



- Twin Volvo Penta D9-500hp diesel engines
- Leather to saloon
- Retractable hard top
- Tender garage & winch

WALES: +44 (0)1758 703013

Hull colour - Blue

**TARGA 50GT | 2014**  
£699,950 VAT Paid



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- 32" TV with Harman Kardon® entertainment system
- Hi-lo cockpit table with sunbed conversion
- Tender Launch System

ESSEX: +44 (0)1702 258885

Hull colour - Blue

## CENTRAL SALES AND SERVICE HEADQUARTERS

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**TARGA 52 | 2008**  
£349,995 VAT Paid



- Twin Volvo Penta D12-775 diesel engines
- Air conditioning
- Bow thruster
- Hydraulic gangway

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

**PHANTOM 40 | 2006**  
£199,950 VAT Paid



- Twin Volvo D6-370hp diesel engines (ES2080)
- Bathing platform
- Raymarine ST6001 autopilot
- Satellite TV

ESSEX: +44 (0)1702 258885

Hull colour - White

**PHANTOM 43 | 2004**  
£145,000 Exc. Tax



- Twin Volvo Penta TAMD75 480hp diesel engines
- GPS
- Onan Generator
- Radar Plotter

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - White

**PHANTOM 48 | 2008**  
£369,000 VAT Paid



- Twin Volvo Penta D9-575hp diesel engines (ES2090)
- Mood lighting
- Raymarine E120 to upper & lower helm
- Rear camera

ESSEX: +44 (0)1702 258885

Hull colour - White

**SQUADRON 42 | 2012**  
£355,000 VAT Inc.



- Twin Volvo Penta D6-435hp diesel engines (EB1730)
- Berthed in South France
- Mood lighting
- Tender Launch Mechanism

ESSEX: +44 (0)1702 258885

Hull colour - Blue

**SQUADRON 65 | 2010**  
£899,950 VAT Exc.



- Twin MAN V10-1100hp engines (EB1523)
- Air conditioning
- Autopilot
- Bow & stern thrusters

ESSEX: +44 (0)1702 258885

Hull colour - Blue

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**PRINCESS V65** 2006

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PD0194



**PRINCESS 57** 2003

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**ATLANTIS 58** 2012

£699,000 EX VAT  
PD0231



**SEALINE SC35** 2011

£169,000  
PD0234



**BENETEAU ANTARES 12** 2008

£149,000  
PD0238



**SS CAMARGUE 50** 2003

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PD0233



**FAIRLINE TARGA 52** 2008

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PD0191



**FAIRLINE SQUADRON 55** 2000

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PB1124



**PRINCESS 61** 2003

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PB1113



**Princess 61** 2003

£349,000  
PB824



**PRINCESS 58** 2008

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PB788



**PRINCESS 50** 2005

£335,000  
PB1137



**PRINCESS 50** 2012

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PB1089



**PRINCESS 480** 1998

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PB957



**PRINCESS 480** 1996

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PB1101



**PRINCESS 45** 2002

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PB869



**PRINCESS 45** 2001

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PB1123



**PRINCESS 42** 2011

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PB1048



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## DALE NELSON CLASSIC 45'

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## AQUASTAR 47'

Lymington



2003-vintage motor-yacht with air-co, generator, teak decks, sparkling Awl-gripped topsides, and a really usable two cabin layout with dinette conversion. Twin TAM75Ps (480HP), holding tank, demisters, etc. Two owners from the egg!

## TRADER 42'

(; \$97  
Lymington



Trader/Castro pedigree is all over this mint 2008 two cabin model. Spotless machinery, Tardis-sized interior with fantastic ensuite fore-aft double cabins, and massive build. Cummins 380s @ 410 hrs, gen., inverter and heating.

## PASCOE SY10

3/8675;  
Lymington



Epic 2008-build ultra-RIB from Pascoe with Ocke Mannerfelt twin-stepped hull, teak deck, twin D4-260s, KFD fwd-facing arch, E120, LEDs, auto-anchor system, 4 stainless jockeys and aft bench seat. 58 knots of fastness in one beautiful package.

## SUNSEEKER 44' CAMARGUE

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## FLEMING 55'

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## OYSTER LD43

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Solent



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## WINDY 28' GHIBLI

Lymington

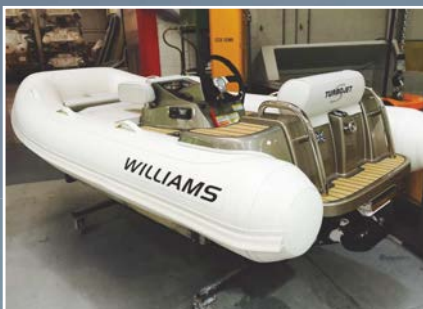


2009/10 single D6-370 Ghibli (90 hrs), white hull, dune Sunbrella cockpit, Nextel anti-glare dash, bow-prop, h/tank, hot water, windlass, one owner from new. Very rare to the market at this age, fast, lithe, and an absolutely phenomenal driver's boat.



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ES2158



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**2015. Picture an apartment terrace** with an exceptional view of the sea. Full sun exposure all day long, and comfortable, chic, contemporary interior design. The stunning **NC11**, a new way to experience life on the water. Part exchange available | **£199,576 inc VAT and extras.**



**2015. Merry Fisher 855.** Innovative interior design solutions. Adapted for fuel-efficient cruising with an outboard engine. Two independent cabins. Fitted with twin Suzuki DF150TGX digital control outboards, Premier 2015 pack and Navigation 2015 pack | **£93,559 inc VAT and extras.**



**2010. Jeanneau Leader 10.** The owner has maintained this boat regardless of cost and is now moving to a bigger boat. With twin diesels, joystick control, a bow-thruster and a great specification including many upgrades, this fantastic boat is a real eye catcher | **£109,950 inc VAT.**



**2015. The perfect floating apartment** with exceptional views of the sea. Incorporating all the qualities that have made the NC11 a success, the **NC9** perfectly demonstrates the spirit of the line in a more compact model. Part exchange available | **£143,150 inc VAT and extras.**



**2008. This well looked after Jeanneau Prestige 50 S** is well equipped and has 2 Volvo Penta D9 575HP engines and is shaft driven. Complete with mid-ship cabin and very well equipped galley she meets all expectations of a modern boat | **£229,950 inc VAT.**



**2008. 'Grace III'** is an exceptional example of the Fairline Targa 38 – she has a massive spec and twin Volvo D6's with just over 200 engine hours her extras list to include generator, air-con, passerelle and bow-thruster. Part exchange available | **£159,950 inc VAT.**



**2003. This Beneteau Antares 9.80** has a blue hull and a great specification – she is ideal for a first family boat. One owner from new and no expense has been spared in her annual maintenance and servicing. Part exchange available | **£69,950 inc VAT.**



**2004. A well-presented & maintained example** of these very popular family flybridge Prestige cruisers. Having recently been antifouled & serviced, this **Prestige 36** is ready for her new owners to take immediate possession | **£109,950 inc VAT.**



# EXPLORER

MOTOR YACHTS

## Boat of the Month

## Explorer 50 Sedan

Boatshow Model  
Demonstration  
Hours Only

Price **£575,000** + Vat | Immediate Delivery

L.O.A.: 15.60 m | L.W.L.: 13.74 m | Beam: 4.5 m | Draft: 1.2 m | Fuel: 2,650 litres | Water: 1,135 litres

## Boats for Sale



### Clipper Cordova 60

Lying: Cote d'Azur, France  
£825,000 (plus VAT)

Commissioned in 2012 with contemporary custom interior in beautiful condition with twin shaft Cummins, Onan Generator, stabilisers, aircon and full med spec. In turn key order for 2015 season with low hours and little use.



### EXPLORER 50 Pilot House

New Delivery for 2016  
£665,000 (plus VAT)

Our Brand new 50 foot Pilot House Design with a simply staggering interior arrangement, single or twin engine installations with 2 or three cabin layouts both with midship owners master and a genuine separate Pilot House.



### Explorer 40 Sedan

Lying: Northern Europe

Built in 2014 and used for boatshow demonstration only, full warranties for first owner. A genuine classic displacement trawler, single Cummins 380 shaft diesel bow & stern thrusters, generator, dinette saloon, twin cabin. Beautiful!



### Fairline Squadron 58

Lying: Nice, South of France  
£750,000 (VAT paid)

Built in 2011 for the current owners. A beautiful, superbly cared for, cherished, well maintained example of this design as good you will find anywhere. Everything and more than you would expect from a Fairline benchmark in performance cruising.

Delivered for the 2013/2014 Scandinavian Boatshow Seasons, this EXPLORER 50 Sedan is offered as an ex-Boatshow Model with demonstration hours only and full residual warranties. Powered by twin CUMMINS QSB 5.9 litre 440 hp diesels with shaft drive and a fantastic specification, this fine boat is available for immediate delivery.

With many features drawn from those found on our bigger Trawlers and Pilot House motor yachts, this EXPLORER 50 Sedan is the culmination of the vast experience gained in our many years of designing and producing class leading Semi-Displacement Trawler Yachts.

Offering superb sea-keeping from a established hull form, the exterior arrangement delivers everything you would expect from a well found and respected design. With a long central keel, wide side decks, deep safe cockpit, superb access to all areas and excellent all round visibility whether steering from the flybridge or interior helm, secure, safe cruising in magnificent comfort is guaranteed.

From it's hand crafted interior and fine detailing to the highest levels of design and engineering, this EXPLORER 50 Sedan should be seriously considered if you are looking at the purchase of a genuine Trawler Yacht.

E-mail: [info@explorermotoryachts.com](mailto:info@explorermotoryachts.com)

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Sales Mobile: **0044 (0)7740 100 870**

Websites  
Sales: [www.explorermotoryachts.eu](http://www.explorermotoryachts.eu)  
Explorer: [www.explorermotoryachts.com](http://www.explorermotoryachts.com)



A PRESTIGIOUS NEW ADDRESS IN LONDON



#### AZIMUT 40

2013 - 2 x 355hp Cummins - generator - air cond. - joystick - like new.

Contact us



#### AZIMUT 43

2011 - 2 x 480 hp Cummins - 80 hours - hydraulic aft platform - bow and stern thruster - generator - air cond. - full electronics - bimini - immaculate condition - also 2007 available at € 220,000.

€ 430,000 tax paid



#### AZIMUT 43 Magellano

2014 - 2 x 355 hp Cummins - 3 cabins - generator - air cond. - teak - bow thruster - full electronics.

Contact us



#### AZIMUT 68S

2010 - 2 x 1360 hp MAN - 3 cabins + crew - SAT TV - Seakeeper stabilizer - full options - part exchange possible.

€ 950,000 tax paid



#### AZIMUT 47

2008 - 2 x 575 hp CAT - very well equipped - crew cabin - water maker - leasing.

€ 380,000 tax paid



#### AZIMUT 53

2012 - 2 x 730 hp MAN - 130 hours - hard top - full options - part exchange possible.

€ 890,000 tax paid



#### AZIMUT 55 Evolution

2007 - 2 x 715hp CAT - Low hours - Seakeeper stabilizer - Water maker - Immaculate condition.

€ 590,000 tax paid



#### ATLANTIS 58

2012 - 2 x 1000 hp MAN - 3 cabins + crew - bow and stern thrusters - water maker.

€ 880,000 tax paid



#### AZIMUT 68 Evolution

2007 - 2 x 1360 hp MAN - 4 cabins + crew - 12 months warranty included.

€ 890,000 ex. VAT



#### AZIMUT 70

New - 2 x 1.360 hp Man. - 4 cabins + crew - hard-top - Seakeeper stabilisers - hydraulic aft platform.

Contact us



#### AZIMUT 76 Magellano

New - 2 x 1.000 hp Man. - 4 cabins + crew - Seakeeper stabilisers - amazing exterior and interior volume.

Contact us



#### AZIMUT 86S

2014 - 2 x 2200 hp MTU - Hamilton Jet version - 4 cabins + crew - Grey metallic hull - garage for tender and jet - Available now for the season.

€ 4,330,000 ex. VAT



#### FAIRLINE Squadron 58

2011 - 2 x 900 hp Volvo - 180 hours - 3 cabins + crew - hydraulic aft platform - immaculate condition - berth possible.

€ 780,000 tax paid



#### FERRETTI 630

2006 - 2 x 1.224 hp Man - 3 cabins + crew - full electronics - MCA - bimini.

€ 695,000 ex. VAT



#### PRINCESS V42

2008 - 2 x 370hp Volvo - generator - air cond. - covers.

€ 230,000 tax paid



#### ATLANTIS 43

New for 2015 - 2 x D6 Volvo 400 hp - 2 cabins.

Price upon request.

AZIMUT | BENETTI  
GROUP

#### LONDON

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# BATES WHARF

marine sales ltd

Fairline Squadron 42

[www.bateswharf.com](http://www.bateswharf.com)



**Sessa C32 - 2012**

**£169,000**

- Twin Volvo D3 - 200 DP-S 440hp.
- Circa 100hrs • Two owners from new.
- Last serviced & antifouled June 2014.

**Poole**



**Intermare 42 - 2003**

**£145,000**

- Twin Yanmar 6LYA diesel engines.
- One owner from new.
- Only 400 engine hrs.
- Generator with only 60hrs.

**France**



**Hustler Cheetah - 2014**

**£160,000 ex VAT**

- Mercury Racing Bravo XR 520hp.
- One owner from new. • Launched June 2014.
- Comes with twin axel American trailer.

**Chertsey**



**Sessa Key Largo 27 - 2014**

**£79,950**

- Volvo Penta V8 320 E 320hp petrol engine.
- Only circa 59hrs use! • Bow thruster.
- Garmin nav pack & VHF.

**Spain**



**Sessa C35 - 2013**

**£249,000**

- Twin Volvo Penta D4 260hp EVC DP diesel engines.
- One owner from new. • Circa 75 hours run.
- Toshiba 22" Smart TV.

**Poole**



**Fairline Phantom 40 - 2003**

**£175,000**

- Caterpillar 3126 420hp diesel engines.
- Circa 240hrs. • Two owners from new.
- Zodiac dinghy & Yamaha 8hp O/B.

**Eastbourne**



**Fairline Targa 30 - 2000**

**£69,950**

- Twin Volvo Penta KAD32 diesel engines.
- Bow thruster.
- Upgrade Fusion entertainment system.
- Engine management & battery monitors.

**Spain**



**Shetland 355 Elite Flybridge - 2002**

**£89,950**

- Twin Merc D4.2L BII X 250hp diesel engines.
- Electric folding radar arch. • Bow thruster.
- Generator - 78hrs only.

**Chertsey**



**Sessa Oyster 30 - 2003**

**£84,950**

- Twin Volvo Penta KAD32 diesel engines.
- Eberspacher heating. • Bow thruster.
- Raymarine C70, GPS, DSM & VHF 240E.

**Chertsey**



**Trader 535 Signature - 2002**

**£315,000**

- Twin Caterpillar 3196 660hp diesel engines.
- Almak Reku Hydraulic Passerelle.
- Al-fresco aft deck.
- Hydraulic steering/thrusters.

**Eastbourne**

To see full listings please visit [www.bateswharf.com](http://www.bateswharf.com) - new and used boats

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**Elan Power 30**  
Brand New

Prices from £134.00



**Broom 530** £319,950  
2003 – Twin Caterpillars 660hp – Bowthruster – Generator – Tracvision – High Gloss Cherry Wood.



**Broom 425** £254,950  
2009 – Twin Volvo Penta D6 – 370hp – 140 Engine hours – Remote Bowthruster – Cherrywood – Avonite Worktops – PX available.



**Broom 42cl** £209,950  
2001 – Twin Yanmar 350hp – Bowthruster – Inverter – Corian Worktops – Cherry wood – Cream Leather – Teak Decks.



**Broom 38** £145,000  
1997 – Twin Volvo TMD 41P – Bowthruster – Generator – Inverter – Full Service History – Teak Cockpit.



**Broom 35CL** £129,950  
2000 – Twin Yanmar – Bowthruster – Generator – Major Engine service – Gas assisted folding arch – Inverter – Antifoul 2013 – PX available.



**English Harbour 27** £117,000  
2015 – Volvo Diesel Engine – 75hp – Bowthruster – Inverter – Cockpit Fridge – Warm Air Heating.



**Broom 34** £94,950  
1997 – Single Volvo Penta 200hp – bowthruster – Warm Air Heating – Battery Charger – Corian Worktops.



**Birchwood 370 Commando** £89,950  
2003 – Twin Volvo KAMD 300 – Bowthruster – Cockpit Fridge & Sink – Glomex TV Antenna.



**Dufour 40 Performance** £63,950  
2003 – Volvo Penta 40hp – Resprayed – Autopilot – Antifouled – VHF – Fully Battered mainsail – GPS.



# TRADER



Whether you hanker to go blue water cruising or to lounge aboard a beautiful villa afloat, a Trader Motor Yacht should be on your list.

Built tough and to be comfortable when the going gets rough while still offering a decent turn of speed, a Trader might just be your perfect cruising companion.

Timeless and distinctive styling on the outside and hand crafted quality within buck the fads of fashion and preserve value over the years.

Exceptionally spacious and with the unmatched privacy of a separate owners' stateroom aft, your Trader is the ideal home from home afloat.

Your Trader Motor Yacht: your most personal and most inspired choice.

## TRADER 42 SIGNATURE



2008, 2 x CUMMINS QSB 5.9 @380hp. Lovely example of this capable cruising machine with the popular twin stateroom configuration. Homely teak interior in great condition. Fully specified to go to sea with genny, heating, Raymarine electronics, etc, etc. One owner from new and very low hours.

Southampton £325,000 **NEW TO MARKET**

## RIBEYE 785



2013, Yamaha 300hp Outboard. Very fast and huge spec – hypalon tubes, Scott suspension seats, Silvertex upholstery. Just 60 hours.

Universal Marina £62,000 **AWESOME!**

## TARQUIN 635



2001, 2 x GM DETROIT @730hp. Beautiful example of this powerful 4-cabin cruiser. Big beam, amazing living spaces, inc single level saloon/galley/pilothouse, all cabins ensuite. Texas hull great in the rough.

Universal Marina £380,000

## TRADER 625



2001, 2 x CAT 3196 @660hp. Really lovely example of this gentleman's cruiser. Big beam and 4 cabins with 4 heads make her particularly roomy. Bright cherry wood interior and lots of recent refit work.

Universal Marina £370,000 **BIG PRICE DROP!**

## TRADER 575



2005, 2 x CAT C12 @700hp. A true behemoth of her type. The biggest engines and very high spec inc. stabilizers, dinghy crane, SAT TV, air con, etc, etc. A great, late example of this popular cruiser, very low hours.

Southampton £550,000

## TRADER 54 SUNLINER



2003, 2 x CAT 3126B @450hp. Beautiful two cabin layout with huge living accommodation – casual saloon with galley and dinette forward. Amazing cruising spec including ABT thrusters and stabilizers and lots of upgrades.

Gosport £430,000

## TRADER 445 SIGNATURE



2002, 2 x VOLVO TAMD63L @370hp. Evolved from the much loved 41+2, this Signature adds a huge bathing platform to the classic 3-cabin layout. Two owners from new, big spec and in lovely condition.

Wales £220,000

## TRADER 475 SIGNATURE



1996, 2 x CAT 3208 @375hp. Beautiful boat with lots of custom features including extra long range tanks. Constantly updated and ready to go. Always a UK boat and in outstanding condition.

Gosport £240,000

## TRADER 42 SIGNATURE HT



2008, 2 x CUMMINS QSB 5.9 @425hp. Big spec – 3 cabins, enclosed hardtop, big engines, air con, passarelle, extended bathing platform. Thoroughly maintained on extensive cruising program. Ready to go.

Chichester £320,000

## TRADER 535 SIGNATURE



1998, 2 x CAT 3126 @420hp. One owner from new. Great condition, high spec and loads of upgrades, including hydraulic thrusters and the only stabilizer system fitted to any 535.

Portland £299,950

## TRADER 64 SUNLINER



2007, 2 x CAT C18 @1,000hp. Our finest passage-maker, designed with Castro and RWD. 4 cabins in beautiful light interior. Amazing spec for long voyages. 7,000 litres of fuel and incredible refinement on board.

Wales £1,210,000 **OUTSTANDING**

## TRADER 70



2000, 2 x CAT 3406 @800hp. ABT stabilizers, twin gensets and all the cruising goodies including tender and jet bike. Masses of accommodation, inc four en suite staterooms, separate pilothouse etc etc.

Palma £635,000 **MUST BE SOLD!**

## TRADER 535 SIGNATURE



2002, 2 x CAT 3196 @ 660hp. Two owners from new; much loved boat in great condition. Biggest engine option for big performance and all the gear for Med cruising.

Eastbourne £315,000 **NEW PRICE**

## TRADER 50 SUNDECK



1985, 2 x VOLVO TAMB @375hp. Great early example of this popular cruiser. Good condition with lots of upgrades. Re-engined for modern performance in 1996. Current owner since 1998 and thoroughly maintained.

Spain €125,000

For full details of these boats and to see our other great listings, go to

[www.tradermotoryachts.com/brokerage.html](http://www.tradermotoryachts.com/brokerage.html)

Trader Motor Yachts Ltd, UK Sales Office: Universal Marina, Southampton SO31 7ZN  
T: +44(0)3332 401696 E: [brokerage@tradermotoryachts.com](mailto:brokerage@tradermotoryachts.com) [www.tradermotoryachts.com](http://www.tradermotoryachts.com)







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10-12 April  
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Grand Banks 46- 2004 - Twin  
CAT 450hp - £295,000



Cygnus 33- 1998 - Twin diesels  
on shafts - 4 berth - £109,950



Nimbus 345 Coupe - 2001 - Twin  
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Nimbus 280 Coupe - 1998 -  
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**Hardy 50 - 2008 - Twin MAN 800hp - Extremely well  
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**Beneteau Swift Trawler 44 - 2011 - Twin Volvo Penta  
300hp, low hours. Lots of equipment and located in  
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**03 Storebro 473 Commander**  
x 75p volvos stunning order amazing spec inc water maker, generator, air con, sat dome. **Must see £285,000**



**Fairline Forty 1986**  
built BUT NEW D6 310hp Volvos fitted 2008-9 and full refurb, Great value **£69,500**



**2002 Aquastar 38**  
2 x 265 Sabre Perkins, Wonderful Craft great extras and very well maintained see website. **£159,950**



**2002 Searanger 48**  
such a seaboard, wonderful throughout. Must be viewed, see website **£248,000**



**Two very nice Broom 39k's**  
1 x 2005 1 x 2004  
**£174,850 and £179,000 on website**



**2005 Elling E3**  
we have two excellent examples **2005 & 2006**  
**Must see website £220,000 and £265,000**



**Jeanneau Prestige 390 S 2010 -11**  
near new order great boats, 2 x 320 Cummins give strong performance well priced at **£179,000**



**2 x Nimbus 320's** one blue one white both excellent full specs on website with videos. **£97k and 95k** we have several other NIMBUS boats.



**Broom 38's x 2 1999 & 2001 high spec**  
2 x 250 Yanmars & 2 x 260 Volvos  
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**1990 Draco 2700 MUST BE SEEN,**  
full refurb great hulls, quality build 2 x Merc 4.3lx.  
**£31,000**



**ELEGANT 1966 Riva Junior**  
has to be seen on recent trailer full rebuild story by professionals.. Simply gorgeous.. **£35,000**

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**2010, Fairline Phantom 48**  
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**2007, Fairline Phantom 40**  
**£184,950**



**2007, Beneteau Swift Trawler 42**  
**£179,950**



**2006, Sealine F37**  
**£147,500**



**Sealine S28**  
**£49,950**



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**2007 Grand Banks 59 Aleutian.** Superb, luxurious sea-going cruiser. V high spec, packed stem to stern with thoughtfully appointed features. Fully serviced and ready to sail. Huge engine room with dual access, twin C18 Cat 2000hp for up to 25kts, stabilisers, air con, gourmet galley, 3 Luxury Cabins with ensuite facilities.  
**£1,150,000 tax paid. Now Arrived - call for more details.**



**2011 Beneteau Swift Trawler 52.** A superb example offered in outstanding condition, powered by twin Volvo D9 575hp diesels for a good turn of speed, plus bow & stern thrusters, 11 kva generator. Beautifully appointed & very well equipped with a magnificent full-beam, en-suite owners cabin, good navionics & much more. Fastidiously maintained & serviced. Well worth viewing.  
**£649,950 tax paid. Must be seen, INCREDIBLE DEAL.**



**1998 Grand Banks 52 Europa.** Excellent example of these very spacious cruisers. Fitted twin Cat 3126 420hp engines, produced to full med specification and maintained regardless of cost by experienced owner. Low engine hours. Really must be seen to fully appreciate.  
**£450,000 euros tax paid. Contact Colin Watts for more details.**



**1991 Grand Banks 36 Sedan.** A much-loved vessel sleeping 5 in 2 cabin areas. Twin Ford Sabre diesels + bowthruster, generator, new heating, full bimini top, dinghy, FSH. Sound all-round condition for its age. Surprisingly spacious little ship.  
**£147,500 tax paid**



**1997 Grand Banks 49 Motor Yacht.** Possibly the youngest & most versatile 49 MY in the world for sale today. Fantastic specification, the best & latest engine options. Never used in the Med so Gel coat and deck underwater fittings in great condition. **Keenly priced to sell at £295,000 tax paid.**



**2003 Grand Banks 42 Motor Yacht.** V well maintained & in excellent condition. Up to 7 berths in 3 cabins. Highly spec'd with passarelle, twin 3126, 420hp Cat diesels plus generator, good Nav gear, Rib & outboard plus much more. Full Med Spec.  
**£329,000 tax paid.**



**2007 Grand Banks 47 Heritage Classic.** Superb restyled model in excellent condition. Twin Cat C9 diesels for 23+knots. V well equipped with generator, bow & stern thrusters, dinghy crane plus rib, Raymarine navionics. Galley down layout. Lying Hamble.  
**Recently reduced £559,000.**



**2004 Grand Banks 42 Classic.** A great, 1 owner example in excellent condition with low hours. Fitted with the later twin Cummins diesels for quieter & more economical cruising. V well equipped with bowthruster, Onan generator, Avon rib + outboard, full range of navionics.  
**£329,000 tax paid.**



**1988 Grand Banks 42 Classic.** 7 berths, large aft cabin with Queen size berth & crew single with en-suite, full "V" twin berth with guest heads & shower. Twin Cat 350hp, gen, good navionics, full inventory. Major refit means great condition. **Reduced to £129,500.**



**2004 Island Packet 38 Express.** A beautiful & stylish 4 berth sports cruiser with twin 370hp Yanmar diesels for 30knots+. Air con, generator, hydraulic passerelle & much more, must be seen. Lying S'coast. **Recently reduced £160,000**



**2002 Grand Banks Eastbay 43HX.** Top-rated sports cruiser in really great condition with an impressive spec. Twin Yanmar diesels + bowthruster, generator, air con, hydraulic tender lift & much more. Well worth viewing.  
**£313,200 euros ex vat.**



**2004 Grand Banks Eastbay 43 SX.** Probably the best one in Europe with many factory fitted options. Twin Cummins 450hp diesels, bowthruster, generator, Raymarine navionics, 4 luxury berths, 2 heads, galley down layout. Lying S'coast. **£299,000 tax paid. Recently reduced - must be seen**



**1999 Grand Banks 46EU.** In truly amazing condition. Kept in a wet berthhouse. Many valuable options & upgrades. Twin Cat 3208 375hp diesels plus bowthruster, generator, good navionics, Aquadrives, hydraulic crane, full Bimini, Avon rib & much more. Stunning vessel.  
**£495,000 euros tax paid**



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**SEALINE S48 2001** twin Volvo TAMC 74P EDC engines. 2x 480hp. States room with En Suite facilities. Aft double guest room with own shower and toilet facilities. Included, Med pack with 4x Air Con units, Pasorelli, Plotter, GPS + Sonar, Trolling 11Kv Gen, TV's. Bow thruster, plus more. **£175,000**



**BAYLINER 315, 2011,** Twin Mercruiser 4.3 MPI petrol engines, 6 berths in 2 cabins sports cruiser. Includes: All supporting paperwork, Bow thruster, Plotter, GPS, VHF, Speed log, Depth sounder, Wet bar, Sun cushions, BSS till 2015. One of the best priced 315's in the UK. **£94,995**



**BIRCHWOOD 370 COMMANDO, 2001,** TWIN Volvo Penta KAD 300 285hp diesel engines, 6 berth in 3 cabin luxury cruiser. Includes: Eberspacher heating, Raymarine Radar, Auto Pilot, Plotter, compass, Autohelm Bi-data, Simrad DSC VHF, Electric anchor winch. Life raft and BSS till 2018. **£89,950**



**BIRCHWOOD 340 Aft Cabin, 2002,** Single Yanmar 200hp Diesel engine, 4 berths in 2 cabins cruiser. Includes: Autopilot, GPS/Plotter, Depth sounder and Speed log, VHF radio, Bow thruster, Eberspacher D4 and Webasto central heating plus more. BSS till 09/2018. Priced to sell. **£88,950**



**SEALINE 360 STATESMAN inc Tender and Outboard.** 1994, Twin Volvo KAD 42, 460 bhp, 4 berth in 2 cabin. Includes Raymarine radar, Raymarine plotter, Raymarine Depth sounder, Seatalk auto pilot, Seatalk Speed log, Furuno GPS, VHF, Bow thruster, Stern thruster, heating, Under water mood lighting and BSS cert till 2017. **£79,500**



**PRINCESS 38, 1984,** Twin Volvo TAMC60B, 235hp diesel engines. Engines were overhauled 4yrs ago by Volvo, 6 berths in 3 cabins Fly bridge cruiser. Includes: Radar, Plotter, GPS, Speed log, VHF radio, Depth sounder, Repeater, Bow thruster, New TV, New microwave, Anti fouled April 14, New anodes. Too many items to list. BSS till 04/18. **£49,995**



**FAIRLINE TARGA 38, 1990** TWIN Volvo AD41Pa twin diesel, 6 berths in 3 cabins sports cruiser. Includes: JRC Radar, Powerhelm Auto Pilot, Garmin GPS, Stoves Depth Sounder, Clipper Speed log and Simrad VHF. Itana has recently been re-upholstered both in the cockpit and saloon, new carpets throughout. Itana has VERY low engine hours. Only 365 and benefits from a full engine and outdrive service in Sept 2013. BSS till 2017. **£46,995**



**SEALINE 305 STATESMAN, 1988,** Twin Volvo 130 hp diesels, 6 berths in 3 cabins. Includes, New Bow thruster fitted 2013, JCR Radar, Cetrek GPS/Plotter, Raytheon ST60 v2, Depth sounder, Garmin Fish finder, Heating, 240 v Shore support, BSS and more. **£29,995**

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**On site - Please call to discuss detailed specification - PX Considered**

Special features include:

- Twin Volvo Penta D4 260 diesels • Bow Thruster
- Satin Cherry interior timber finish • Cockpit heating
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**Come and visit the marina to view this stylish cruiser.**



**Fairline Phantom 43.** Built 2003. Twin Volvo Penta TAMD 75P-A 480hp diesel engines. High performance sports cruiser offering spacious accommodation with 6 berths. Large flybridge with wet bar and griddle – great space for entertaining. **£185,000**



**Sealine F33 NOMADIN.** Built 2001. Twin Volvo Penta AD41P 200hp diesel engines. 6 berth flybridge cruiser with upper sunpad. Includes navigation equipment, bow thruster & heating. **£75,950 (Open to offers)**



**Broom 450.** Built 2007. Powered by twin Volvo Penta D9 500 hp diesel engines. Equipped with a comprehensive Raymarine navigation package, 12kw generator, bow thruster, heating and air-conditioning system. Recently fitted with new wheelhouse upholstery and aft cockpit canopy cover. **£345,000**



**Fairline Corniche 31.** Built 1991. Twin Volvo Penta TAMD 41B 200hp Diesel Engines. Refitted and refurbished in 2011. Dinette layout with forward double cabin. Suitable river and coastal cruiser. **£48,000**



**Sealine S38.** Built 2004. Twin Volvo Penta KAD 300 285hp diesel engines. Raymarine navigation package, bow thruster, battery charger and portable generator. Large social cockpit with wet bar and grill. Stunning interior with 7 berths in 3 cabins. **£99,950**



**Linssen 32.** Built 1988. Powered by single Vetus 68 hp diesel engine. Traditional steel cruiser with 5 berths including an aft cabin. Arranged with a dinette and galley opposite. Perfect for cruising inland waterways. **£55,000**



**Broom Crown 37.** Built 1980. Powered by twin Perkins 185hp Diesel Engines on shafts. Equipped with Furuno Radar, Garmin GPS & Cetrek Autopilot. Spacious accommodation with two toilets and a separate shower. **£59,950**



**Princess 415.** Built 1988. Twin Volvo Penta TAMD 61A 306hp diesel engines. Equipped with radar, chart plotter, GPS, 3.5kw generator and battery charger. 6 berth accommodation with 2 private cabins and convertible saloon. **£69,000**



**Mitchell 31 Mk III.** Built 2005. Powered by single Perkins Sabre 225hp diesel engine. Equipped with Raymarine ST60 Tridata, Raymarine C80 & Autopilot. Heating & hot water supply. Sturdy cruiser for inland river and coastal passages. **£79,950 (Reduced)**

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PENTA**



## CORVETTE YACHTS



**2008 Corvette 320**, 2 x Yanmar 315hp diesels, this one owner example is a delight inside and out, she has an extensive inventory and is ready to cruise, **£185,000**



**New Corvette 340**, safe, strong, exceptionally stable and incredibly spacious both inside and out are but a few words that can describe this unique design, a must see, **£394,800**



**1998 Grand Banks 42 MY**, 3 cabin layout, twin Cat 350's, gen, air con, hydraulic passerelle, a good array of electronics, a clean example asking **£249,000**



**2004 Pascoe SR9 Rib** new Yanmar 315hp Diesel fitted in 2008, superb build, exceptional handling, incl trailer, a good buy asking **£39,995**



**1982 Fairline 36 Turbo** twin Volvo 235hp Diesels, she makes a great live aboard, in good all round condition, asking **£59,950**



**2015 D-23 Cruiser**, This exciting & contemporary new model has the benefit of a forward cabin with WC, mini galley, on-deck dining/sun lounge, engine choices from 140-200hp, priced from **£51,670 plus VAT, s.t.e.**



**2015 D-23 Tender**, a perfect modern Yacht tender, side access doors, forward seating/sun lounge with bimini enclosure, engines from 115-200hp, from **£50,200 plus VAT, s.t.e.**



**2015 D-23** versatile walk-round runabout has easy boarding, on deck dinette/sun lounge plus a forward seating option, engines from 115-200hp, from **£43,438 plus VAT, s.t.e.**



**2015 D-43**, flagship model with 2 x double en-suite cabins with optional interior finishes, engines both inboard diesel & outboard, plus surface drives from 2 x 250hp - 2 x 575hp, from **£415,730 plus vat, s.t.e.**



**2015 D-33**, a perfect Super Yacht tender & the answer to your crew quarters needs, 1 x double + 2 x single berths, galley plus WC & Shower, twin engines from 200hp-350hp, from **£168,540 plus vat, s.t.e.**



**2006 Stevens 1550S**, Wow, this vessel is like new and boasts a massive inventory including stabilisers making her suitable for extended coastal cruising, please see website for full spec, offered at half of replacement cost **€428,000 Euros tax paid**



**Stevens 1180'S & 1280'S** Aft Cabin Cruisers, choice of 4 from 1998 -2003, single & twin engine versions, from **£150,000 - £249,000 tax paid**



**2001 Stevens 1480OC** twin Vetus Deutz 170 hp diesels, bow & stern thrusters, gen, full electronics, 2 cabins, huge inventory, asking **£389,500 Euros tax paid**



**Stevens 1120, 1200 & 1300** Aft Cabin Vlets, choice of 6 from 1999 -2008, single & twin engine versions, from **£126,591 - £269,000 tax paid**



**Stevens 1150, 1285, 1298, 1300 & 1485** Open Cockpit Vlets, we have a choice of 5 from 2004 -2014/5 all single engine w/Bow & Stern Thrusters, from **£179,000 - £352,373 tax paid**

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**2005 Elegance 70**, Seriously for sale, all offers considered with part ex for boat/property etc: **£749,950 ex vat**

**2002 Aquastar 74**, 4 cabin layout, skipper maintained, sensibly priced & open to offers, **£995,000 tax paid**

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**1990 Aquanaut 1100 aft cabin w/ fly-bridge**, twin 90hp Lehman diesels, spacious example w/2 x wc's, asking **£77,950, offers invited**

**1998 Bounty Sovereign 30 Aft Cabin**, twin helms, single diesel w/ Bow prop, low freeboard & on one level, **£66,500, offers invited**

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**Trader 42**, 2008, 2x Cummins 425hp £299,950 (S. Coast) Huge spec including air con, genny, thrusters, full RayMarine.



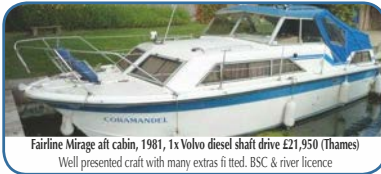
**Cruisers 224 Holiday**, 1x Volvo 151/SP 147hp petrol. £9,950 (Thames). Excellent condition for the year, very spacious with most creature comforts.



**Sealine F43**, 2002, 2x Volvo TAMD74 (430hp) diesel £119,950 (Greece) Only 2 owners from new, larger EDC engines and huge extras list



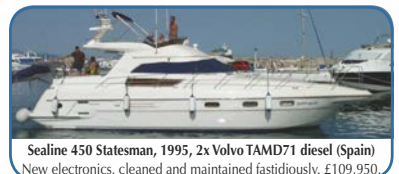
**Fairline 56 Squadron**, 1993, 2x Mann 680hp V8 diesel, £179,000 (East Coast) Engines re-conditioned, beautifully presented, huge specification, must be seen.



**Fairline Mirage** aft cabin, 1981, 1x Volvo diesel shaft drive £21,950 (Thames) Well presented craft with many extras fitted. BSC & river licence



**Bates Astral 810**, 1980, 1x CT Marine diesel shaft drive £9,950 (Thames). 2 owners from new, current owner for 17 years. BSC & river licence.



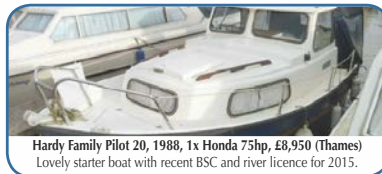
**Sealine 450 Statesman**, 1995, 2x Volvo TAMD71 diesel (Spain) New electronics, cleaned and maintained fastidiously. £109,950



**Klaus Mulder 1300**, 1991, 1x Cummins 115hp, £69,950 (Thames). Stern & bow thrusters, huge accommodation, ideal for extended use.



**Sea Sport 810** aft cabin, 1991, 1x Ford BMC diesel shaft drive £19,950 (Thames) Great classic looks. Recent new canopy & carpets. BSC & river licence.



**Hardy Family Pilot 20**, 1988, 1x Honda 75hp, £8,950 (Thames) Lovely starter boat with recent BSC and river licence for 2015.



**Sealine S37**, 2002, 2x Volvo KAD300/DP (285hp) diesel £94,950. (SW coast) Immaculately presented. Huge list of extras including air conditioning.



**Princess 45 1991**, Volvo TAMD71B £74,950 (ES) Princess 45, 1989, 2x Cat 435hp £79,950 Berth in Torrevaacca available, or ship back to UK arranged



**Viking 24**, 1996, 1x Honda 30hp 4-stroke outboard. £15,950 (Thames) Well presented, recently serviced & anti-fouled, new boat safety certificate.



**Sealine S40 2006**, 2x Volvo TAMD75P (430hp) diesel. £169,950. (Mersey) Great all round cruiser with 2 berth cabin and separate toilet. Boat safety certificate.



**Sealine S28**, 1999, 2x Volvo KAD32/DP (170hp) diesel £59,950 (Thames) Recently serviced & anti-fouled, well equipped and ready to go.

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## USED BOATS



**AQUANAUT 1150**

choice of 2 from £195,000



**SHEERLINE 1020**

2007, Nanni 4.340TDI diesel, bowthruster, Avonite worktops £107,950



**SHEERLINE 1040**

2006, Nanni diesel, bowthruster; spacious aft cabin cruiser. £99,950



**HAINES 34 SEDAN**

2008, Nanni 115hp diesel, bowthruster £149,950



**HAINES 320 AC**

Choice of 2 from £115,950



**SEALINE S34**

2002, twin Volvo KAD32 diesels, bowthruster, battery charger. £89,950



**STEVENS 1140**

choice of 2 from £135,000



**LINSEN 402SL**

1987, twin Volvo TMD41A diesels, bowthruster, generator £104,950



**BROOM 37 CROWN**

1986, twin Volvo TAMD40B diesels, spacious aft cabin. £79,950

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**2012 SQUADRON 42**

Twin Volvo Penta 370hp Diesels. Six berths, full nav kit, bowthruster, electric bbq. Huge Specification. Price reduced to £369,950



**2010 SEALINE SC35**

Twin Volvo Penta 260hp diesels. 5 berths, heating, holding tank, chart plotter, radar, autopilot. Good overall specification. £149,950



**1998 SEALINE F43**

Twin Volvo Penta 370hp Diesels. 8 berths, radar, gps plotter, bowthruster, warm air heating. £134,950



**2008/09 SEALINE S25**

Single Volvo Penta D3 190hp Diesel. 4 berths, gas hob & grill, holding tank, battery charger, hot & cold water. Viewing highly recommended. £42,950



**2009 JETTEN 37AC**

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**2008 STEVENS VLET 1150 OC**

Single Perkins Sabre 150hp Diesel. 6 berths, bow / stern thruster, warm air heating, gas hob, oven & grill. Viewing essential. £139,950



**2008 STEVENS 1285**

Open Cockpit. Single Volvo Penta 170hp Diesel. 4 berths, generator, heating, raymarine plotter / gps, inverter, holding tank. Huge Specification. £299,950



**2011 SEALINE SC42**

Twin Volvo Penta D6 330hp Diesels, with joystick control. 7 berths, generator, Raymarine radar, gps, plotter, autopilot, warm air heating. Impressive specification. £259,950

**SEALINE distributors for the south of England please call for more information**



**BRAND NEW SEALINE C330**

Twin Volvo Penta D3 220hp Diesels. Huge Specification. £234,943



**BRAND NEW SEALINE S330**

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**BROOM 50 - £349,950**



2007 - Twin Caterpillar 715hp Diesel engines. Offering 4 berth accommodation and 2 toilet compartments. Bowthruster, Generator, Warm air heating, air conditioning, holding tanks. An aft cabin motor yacht of majestic proportions. High gloss cherry interior and a very extensive specification. New Raymarine Navigation equipment 2015. NYA Stock - Fully prepared by our Service Centre - Fully Serviced 2015.

**LYING NYA BRUNDALL - NYB1893 - P/EX POSSIBLE**  
**NEW HAINES 32 OFFSHORE - £211,752**



Display boat. Available for viewing at NYA Brundall. Exquisitely finished in Walnut throughout, including Avonite galley work tops & synthetic teak cockpit/bathing platform. Powered by a single Nanni 270Hp diesel engine on a single shaft; handling beautifully at sea and at slow speeds on the rivers. A well thought out & designed cruiser, displaying the usual high quality finish from Haines. **Prices starting from: £173,800 inc VAT.**

**LYING NYA BRUNDALL - NYB1859 - P/EX POSSIBLE**  
**BROOM 38- 159,950**



2002 - Twin Yanmar 250hp Diesel Engines. 6 berths in 2 cabins plus convertible dinette. Blue hull, Extended bathing platform, Warm air heating, Transom shower, Lifteraft, Radar and plotter, VHF, Bowthruster, Generator. Professionally maintained and nicely presented.

**LYING NYA BRUNDALL - NYB1918 - P/EX POSSIBLE**  
**WESTWOOD C340 COUPE - £134,950**



2009 - Yanmar 150hp Diesel. 4 berths with an island double berth in the spacious forward cabin. Excellent Toilet compartment complete with a separate shower. Bowthruster, Sternthruster, Warm air heating, good navigational spec including Raymarine C70 plotter. A lightly used boat in an exceptional condition finished with a modern and tasteful interior. NYA STOCK, fully prepared by our Service Centre.

**LYING NYA BRUNDALL - NYB1879 - P/EX POSSIBLE**

**BROOM 450 - £325,000**



2006 finished in Cherry, 2 x Volvo D9 500Hp diesel engines with low hours, 5 berths in 3 cabins, 2 x electric toilets & showers, Boat Safety Certificate. High spec: Shore power, battery charger, generator, washer/dryer machine, holding tank, satellite TV, heating/air con unit, Eberspacher hot air heating system, bow thruster, full navigation equipment, folding radar arch, Simpson Cantilever davits, teak decks and much more! Lovely example, viewing highly recommended!

**CONTACT NYA BRUNDALL - NYB1603 - P/EX POSSIBLE**  
**BROOM 39 2+2 - £189,950**



2004 - 2 x Yanmar 315hp Diesel Engines - Serviced 2014 - 4 berths by the means of 2 large and comfortable cabins complete with en-suites. Bowthruster, Warm air heating system, Raymarine RL80C, light oak finish lends a modern feel. One owner from new and lovingly maintained. A cruiser boasting exceptional living space and a social cockpit area.

**LYING NYA BRUNDALL - NYB1892 - P/EX POSSIBLE.**  
**HAINES 32 SEDAN- £159,950**



2013 - Single Nanni 43hp Diesel engine. 4 berths and 1 heads to holding tank and shower. Bowthruster, Sternthruster, Electric anchor winch, Hot air heating, Walnut hardwood and veneer finish. One owner from new with low running hours. Beat the order book for this nearly new boat! NYA Stock - Fully prepared by our Service Centre.

**LYING NYA BRUNDALL - NYB1932 - P/EX POSSIBLE**  
**AQUA-STAR 43 - £129,950**



1997, 2 x Caterpillar 350Hp diesel engines, 6 berths in 2 cabins, 2 x toilets & showers. Spec inc: generator, inverter, hot air heating, folding radar mast, windlass, hot water heating system, holding tank, shore power, battery charger and much more. The A-S 43 have a brilliant reputation for their sea keeping & superb build quality & finish throughout.

**LYING NYA BRUNDALL - NYB1839 - P/EX POSSIBLE**

**FAIRLINETARGA 52 - £269,950**



2005 - Twin Volvo D12 715hp - 3 cabins with forward double berth/ en-suite, two twin cabins and separate toilet/ showers. Generator, air con, leather, auto pilot, plotter, radar, sat TV, audio systems, bow thruster, tender garage, wetbar with griddle, fridge and icemaker. Large open cockpit, plenty of space for parties and dining. Superb 360 degree view helm position with quality nav and coms.

**LYING NYA BRUNDALL, REF - NYB1922 - P/EX POSSIBLE**  
**SEALINE SC35- £159,950**



2010 (2011 spec model), 2 x Volvo D4 260hp, 5 comfortable berths, quiet flush toilet and shower, hot air heating with screen de-misters, teak laid cockpit, bow thruster, Raymarine navigation including - radar C90 chartplotter, leather saloon upholstery. Striking, sporty and fun with an innovative sliding roof system - perfect in any weather! Fantastic mix of accommodation and cockpit space. One owner from new.

**LYING NYA BRUNDALL - NYB1916 - P/EX POSSIBLE**  
**HAINES 350 - £149,950**



2008, 1 x Nanni 6.420 280Hp diesel engine, 6 berths accommodation with a capacious aft cabin complete with an island berth and en-suite. 2 x toilets & showers. Hydraulic gas rams to folding arch, bow thruster, synthetic teak cockpit, blue hull, Hydronic hot water heating with towel rails in toilet compartments, Raymarine C80 plotter and radar, Raymarine 54E VHF, leather saloon upholstery and the cherry wood finish delivers an opulent feel to this quality and capable motor cruiser.

**LYING NYA BRUNDALL - NYB1849 - P/EX POSSIBLE**  
**HAINES 350 - £129,950**



2007, 1 x Nanni N4.115 115Hp diesel engine, 4 berths in 2 cabins (plus 2 in saloon), 2 x toilets & shower. Spec including: generator, folding radar arch, bow thruster, holding tanks, hydronic hot air heating system, teak and holly saloon/galley flooring, anchor windlass, shore power, battery charger and much more! She offers great space and accommodation, ideal for cruising the inland waterways/canals.

**LYING NYA HORNING - NYB1744 - P/EX POSSIBLE**



**BENETEAU ANTARES 980 - £94,950**



Built 2009 Commissioned in 2010 - 2 X Volvo D4 225hp Diesel engines. 6 berths in 2 cabins Bow and Stern thruster, warm air heating, clever extending cockpit. A beautiful boat with an impressive specification and a superb reputation for performance.

LYING NYA BRUNDALL - NYB1759 - P/EX POSSIBLE

**PEDRO MARIN 30 - £89,950**



2006, Perkins Sabre 86hp diesel engine, 6 berths, BIG spec - 3.5Kva Generator, 2000W inverter, heating, synthetic teak laid decks, Standard Horizon chart plotter, VHF with DSC, bow thruster, folding windscreens. Amazing accommodation offered by this tremendous family cruiser.

LYING NYA BRUNDALL - NYB1913 - P/EX POSSIBLE

**FAIRLINE TARGA 30 - £64,950**



Commissioned 2000 - Twin Volvo KAD 32 170hp Diesel engines. 4 berths with toilet and shower compartment. Bow thruster, Garmin chartplotter, Warm air heating system, electric anchor winch, recently fitted Silvertex upholstery, Autopilot. BSSC until 2018. A truly exceptional example of these sleek and stylish cruisers with a great reputation for performance. NYA STOCK - Fully prepared by our Service Centre.

CONTACT NYA BRUNDALL - NYB1910 - P/EX POSSIBLE  
**SHETLAND 27i - £49,950**



2010, 1 x Yanmar 53Hp diesel engine, 5 berths in 1 cabin, 1 x toilet & shower with holding tank, Boat Safety Certificate. Spec inc: new canopy, shore power, battery charger, hot air heating system, bow thruster, synthetic teak cockpit, folding windscreens, wine cooler, fridge & inverter. NYA Stock, fully prepared by our Service Centre.

LYING NYA HORNING - NYH1891 - P/EX POSSIBLE

**BIRCHWOOD 340A/C - £89,950**



2002 with a single Yanmar 4LHA-DTE (187hp) on shaft. Low engine hours, 5 berths, 2 x toilets/ showers, Luxurious Corian Work tops. Dual helm positions - perfect for tackling any weather, shore power, new battery charger and monitor, immersion heater, trim tabs, warm air heating, bow and stern thrusters with remote control. Great accommodation for all the family. Wonderful example with only 3 owner's from new.

VIEWING BY APPOINTMENT NYA BRUNDALL -  
REF: NYH1225 - P/EX POSSIBLE

**SEALINE S34 - £74,950**



1999 - Twin Volvo AD41P 200hp Diesel Engines. 6 berths and toilet compartment with sea toilet and shower. Bow thruster, Battery Charger, Calorifier and immersion heater. BSSC until 2018. Fully serviced and antifouled 2014.

LYING NYA BRUNDALL - NYB1919 - P/EX POSSIBLE

**REGAL 2860 - £49,950**



2005, 2 x Volvo D3 160HP diesel engines, 4 berths in 1 open plan cabin, 1 x toilet & shower, Boat Safety Certificate until: 2016. Beautiful blue striped hull, full canopy, cockpit fridge, shore power, battery charger, Garmin GPS, VHF, holding tank, reverse cycle air con, extended bathing platform offering excellent access! NYA Stock, fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1288 - P/EX POSSIBLE  
**BAYLINER 285- £36,950**



2005 Mercruiser 300hp petrol engine. 6 berths and 1 toilet compartment. Anchor winch, Holding tank, battery charger, reverse cycle air conditioning. A good looking, economical family cruiser that optimises all available space. NYA STOCK - Fully prepared by our Service Centre. BSSC until 2018

LYING NYA BRUNDALL - NYB1907 - P/EX POSSIBLE

**BROOM 33 - £89,950**



1990 - Twin Volvo Penta 200hp Diesel engines. 6 berths in 2 cabins with 2 heads to holding tank and 1 shower. Bowthruster, Inverter, Immersion heater, Radar, Warm air heating system. Folding windscreens. A superbly well cared for boat boasting impressive versatility.

LYING NYA HORNING - NYH1853 - P/EX POSSIBLE

**CRUISERS 310 EXPRESS - £69,950**



2006 - 2 x Volvo Penta D3 160hp diesel engines (low hours), 6 berths in 1 cabin, 1 x toilet & shower. Great spec: Bow thruster, electric anchor winch, reverse cycle air conditioning, large inverter, 2 x fridges, wet bar in cockpit, Garmin GPS, VHF and much more. A well cared for example of these beautifully designed sports cruiser. NYA Stock, fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1679 - P/EX POSSIBLE

**FAIRLINE TARGA 34 - £49,950**



1991 - Twin Volvo 200hp Diesel engines. 6 berths with 1 heads compartment. Warm air heating system, trim tabs, Anchor winch. BSSC until 2017. New interior upholstery 2014. An exceptionally well maintained version of these highly regarded boats with a vast cockpit ideal for social cruising.

LYING NYA BRUNDALL - NYB1901 - P/EX POSSIBLE  
**REGAL 2460 - £24,950**



2000 - Single Mercruiser 5.0 Petrol engine, 4 berths, toilet and shower, boat safety certificate, great cockpit space complete with a useful sink unit, VHF, chart plotter, 240v Shore power, striking sports cruiser with a surprising amount of accommodation space for her size. NYA STOCK - Fully Prepared and in excellent order

LYING NYA BRUNDALL - NYB1874 - P/EX POSSIBLE



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**SWORDSMAN 40 - £150,000**



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**GRAND BANKS 36 EUROPA - £129,000**



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**CYGNUS CYFISH CY33 PILOT - £109,950**



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**AQUADOR 26 - £69,950**



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**SEALINE S34 - £69,950**



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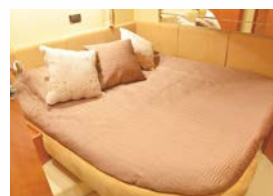


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# I'LL NEVER FORGET THE DAY... I woke up on a sinking ship

**NIGEL SCUTT:** *A move from a fresh water berth to a salt water one nearly ended in disaster after a simple skin fitting gave way in the early hours of the morning*

**A**s any good boat owner does, when I purchased my 1970s RLM 32ft motor cruiser, *Entice*, I made sure she underwent all the necessary surveys and inspections. She'd spent a great deal of her life cruising on the River Medway in Kent and, despite the odd voyage along the South Coast, had predominantly been used in fresh water. In 2010 I moved her to Dover Marina and since then she's remained berthed in the Wellington Dock.

In September 2013 I took her out with a few friends to watch the classic cruise ship *Saga Ruby* make her final departure from Dover before being scrapped. It was a great afternoon; the sun shone and the tugs made their salutes before the stately old lady slipped away into the evening sunshine.

The following morning I noticed both exhaust cooling outlets were heavily pitted. I had a little poke around with a screwdriver and found that they were indeed degrading. They were aluminium fittings which hadn't taken kindly to the move from fresh to salt water and were now doing a good impression of badly worn anodes. My grasp of schoolboy chemistry had eluded me up until this point but the effects of electrolytic corrosion were now all too evident. The fittings sit on the waterline and enter straight through the hull on to the exhaust cooling hoses, and there were no upturns or swan necks. They were clearly in need of urgent replacement – I just didn't realise how urgent.

It was a mere two days later when the inevitable happened. I was fast asleep on my boat when I woke suddenly in the early hours of the morning. I jumped from my berth and found myself standing in several inches of water. The incessant noise of all three automatic bilge pumps working overtime, the ominous sound of water ingress beneath me and a cacophony of quacking ducks must have been what disturbed my sleep.

Those first few minutes set my mind racing. The boat was going down! I thought irrationally about gathering possessions such as my camera and books. Then I realised I had to focus on saving the boat. After all, if I could save the boat, I would save everything else. I surveyed the damage quickly – the ducks'



**A fully repaired and restored *Entice* on the hard in Dover**

*I jumped from my berth and found myself standing in several inches of water*

overnight roosting spot on the bathing platform was underwater, which explained all the quacking.

I threw open the engine covers in the wheelhouse floor, only to see water pouring through a 4in hole where the starboard exhaust should have been. That last trip out and the associated vibration had completely fractured the fitting and *Entice* was now listing badly, increasing the ingress of water.

One frantic phone call at 3am to the marina office resulted in the duty pilot attending with a high-capacity pump. We got to work and the water level slowly dropped until we were able to stuff the hole with bits of material and old socks. This dramatically reduced the rate of flooding and by morning *Entice* was stable. She was towed to the boat hoist and lifted out, where a full refit could commence.

A local company, M&P Marine Services, added two new fibreglass skin fittings for a very reasonable price. These have almost a 90° upturn so water can't find its way to the bilges and engine compartment. Being

fibreglass in construction and moulded into the hull structure they're almost a 'fit and forget' item, but this is a boat we are talking about! The state of the anodes, antifouling and the associated cleaning up of rudders, trim tabs, props and shafts only highlighted how long she had been in the water for.

Fortunately, I was on board when the unthinkable happened and was able to save the boat. If I hadn't woken up in time or had stayed at my house that evening I dread to think what the outcome might have been. I've certainly learned a few lessons from the experience – to check things in more detail, to invest in a high-capacity bilge pump and to not scrimp on that annual lift out and maintenance!

I was also really impressed by the marina, boatyard team and fellow berthies who all came up trumps. I won't be taking them for granted any time soon. **MBY**



**The damaged exhaust cooling outlet**

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